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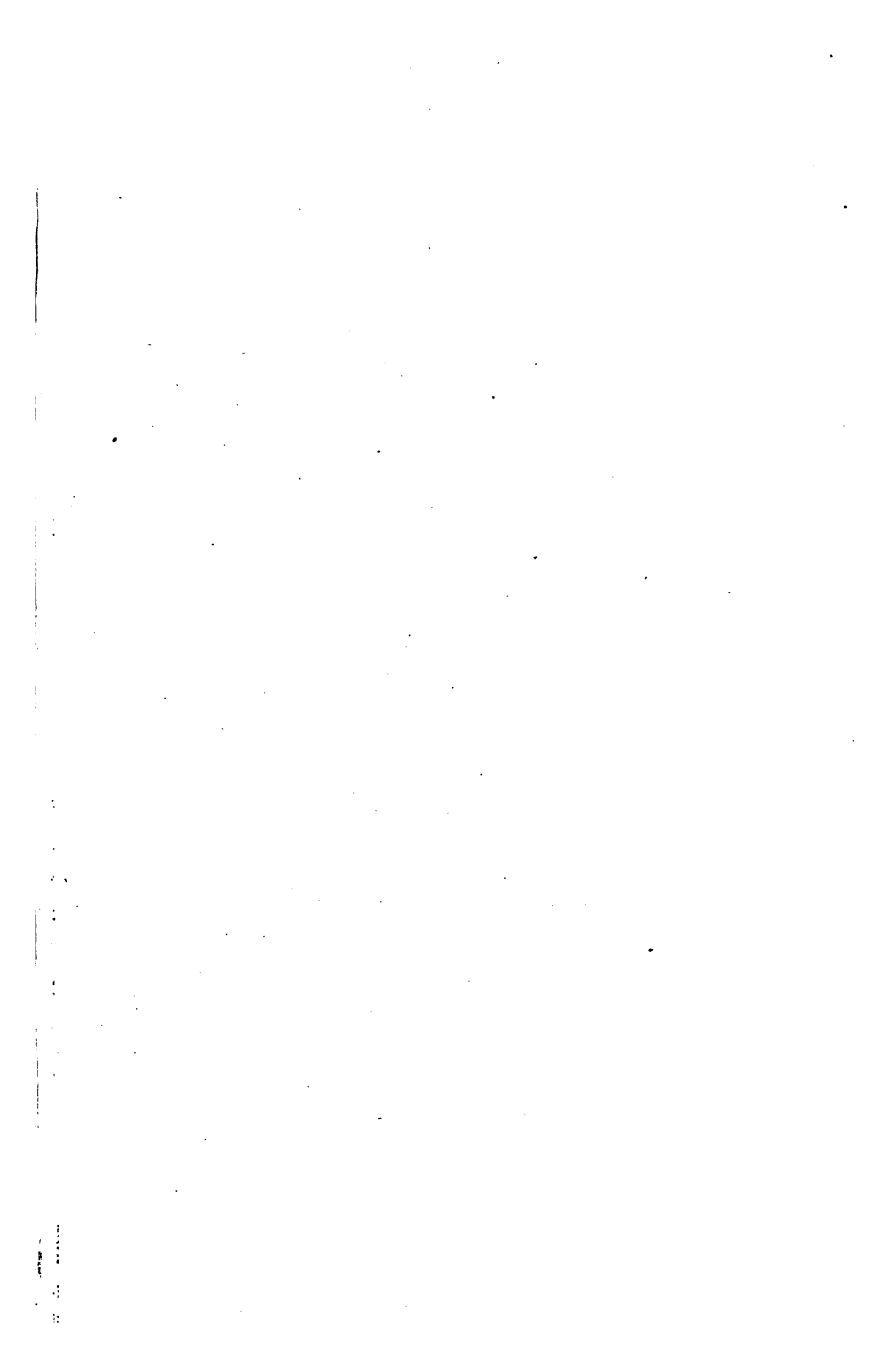
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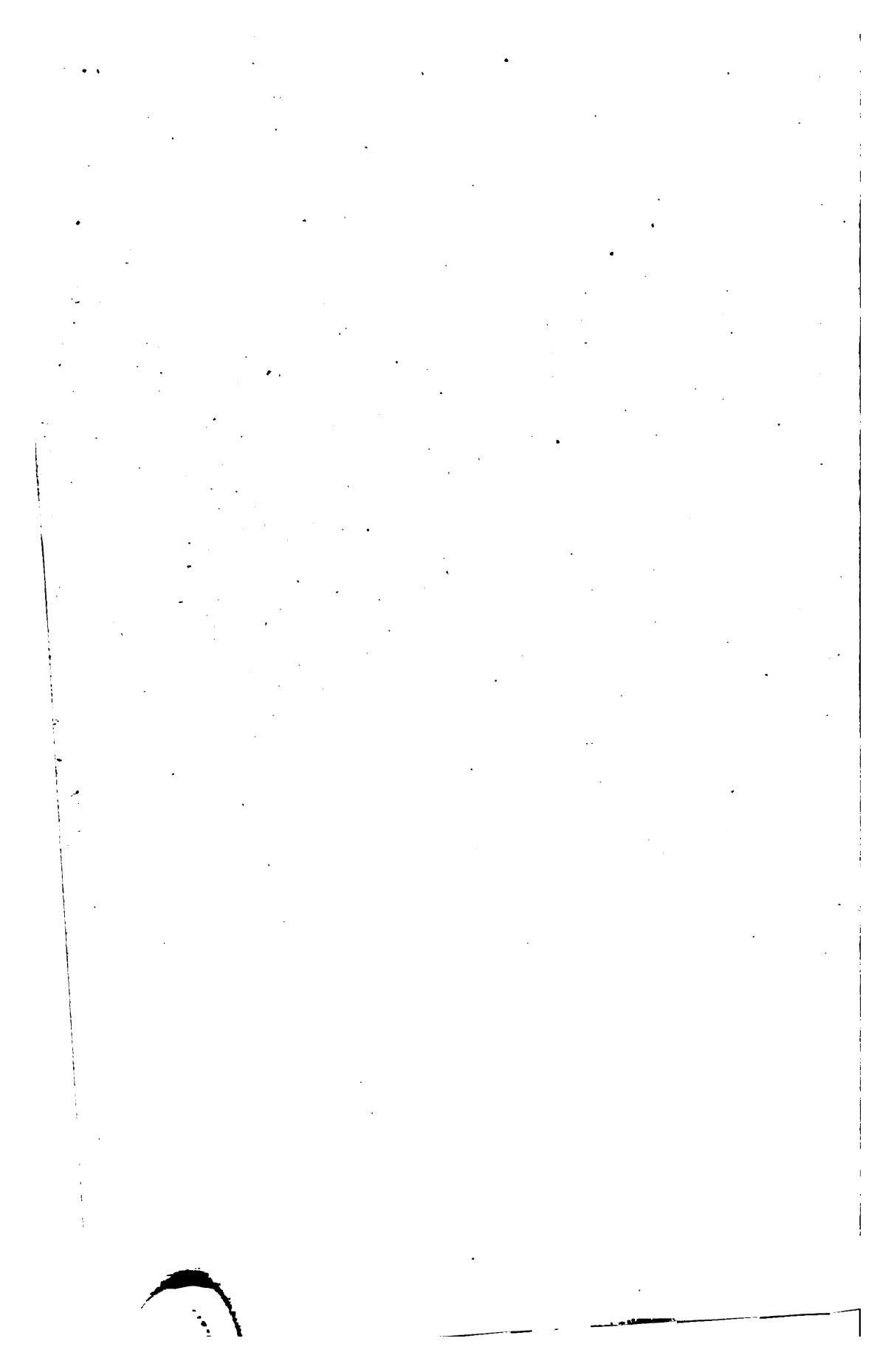
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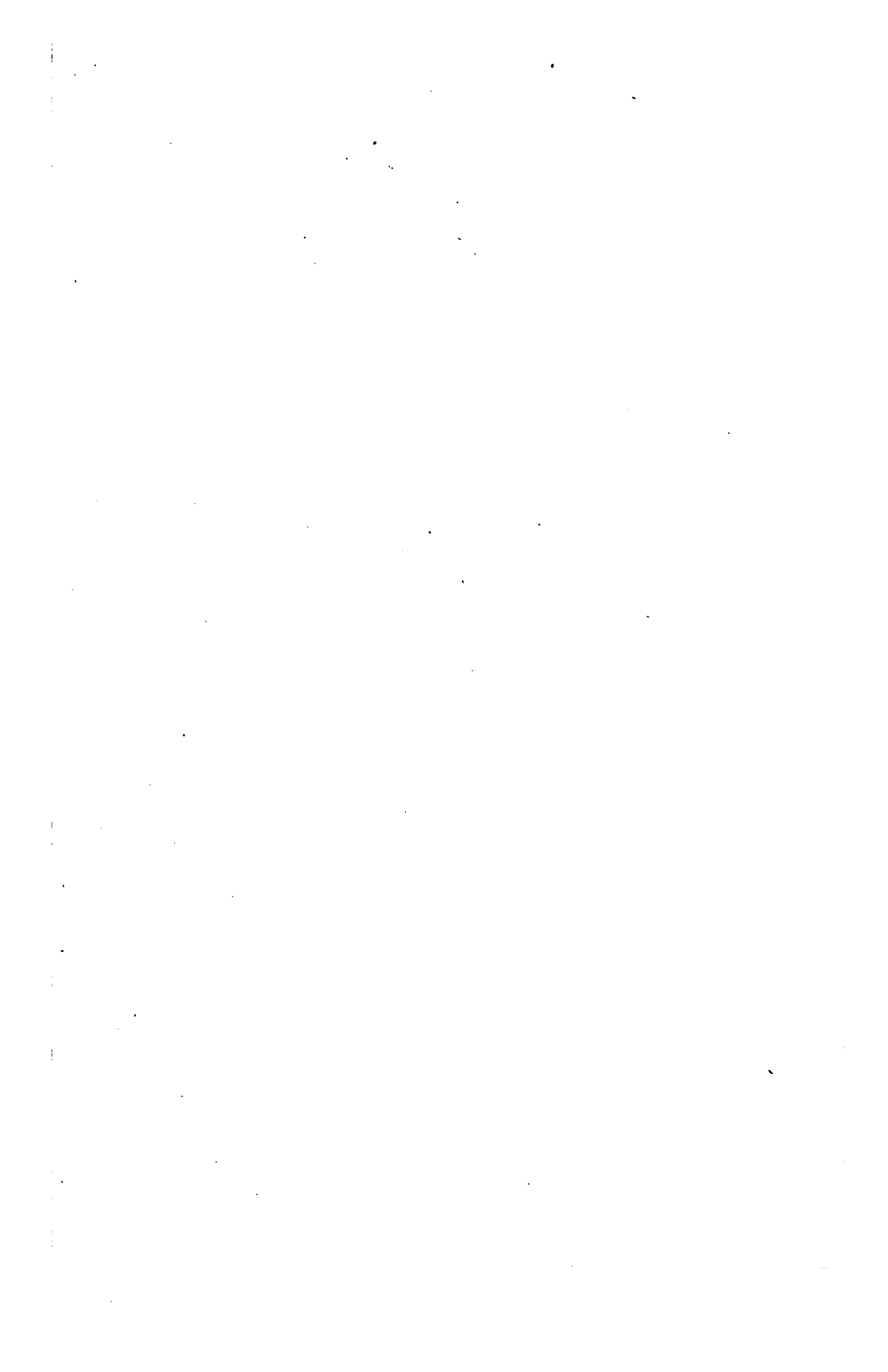
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10/1/19

James Wadsworth, with regards of

A. E. Donaherty

for J 506
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REPORTS

OF THE SEVERAL

RAILROAD COMPANIES

OF PENNSYLVANIA.

FOR 1862.

Singerly & Myers, State Printers.

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by **Timothy Hopkins.**

REPORTS

OF THE SEVERAL

RAILROAD COMPANIES

OF

PENNSYLVANIA.

COMMUNICATED BY THE AUDITOR GENERAL,

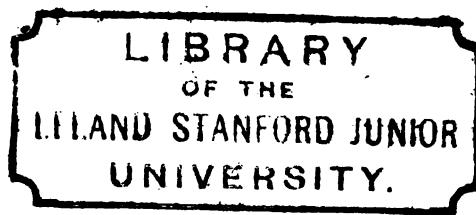
TO THE LEGISLATURE, JANUARY 22, 1863.

HARRISBURG:

SINGERLY & MYERS, STATE PRINTERS.

1863.

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COMMUNICATION.

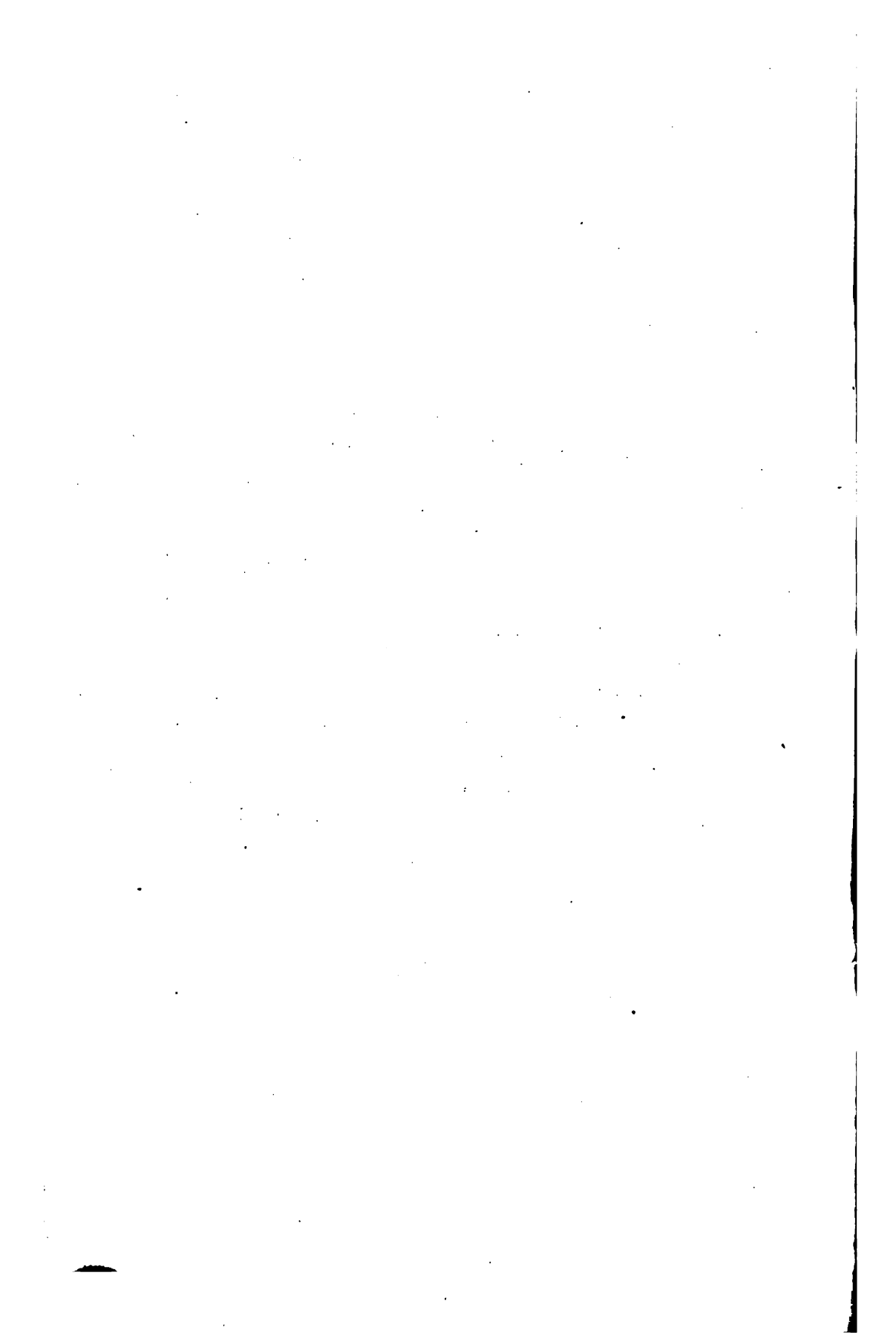
AUDITOR GENERAL'S OFFICE,
Harrisburg, January 22, 1863. }

Hon. John Cessna, Speaker of the House of Representatives:

SIR:—I have the honor to transmit to you for presentation to the House of Representatives, the reports made to this Department by sundry railroad companies under the act of April 4, 1859, together with a report from this Department accompanying the same.

Respectfully, &c.,

THOS. E. COCHRAN,
Auditor General.



REPORT OF THE AUDITOR GENERAL.

AUDITOR GENERAL'S OFFICE,
Harrisburg, January 22, 1863. }

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania :

In obedience to the requirements of the first section of the act of April 4, 1859, entitled "An Act requiring railroad companies to make uniform reports to the Auditor General," I transmit herewith copies of the several reports made to this Department by ninety companies. These embrace all the large and important companies of the State, and, with few and immaterial exceptions, all whose works have been completed, together with a number whose roads are as yet in process of construction. Some changes and improvements have been made in the form of the report since last year—a larger number of companies have reported than during any previous year, and the reports present a much fuller and more satisfactory view of the railroad investments and operations in the Commonwealth than those which have heretofore been made.

I have been furnished with a copy of a map, not yet entirely completed, which has been prepared by P. W. Sheaffer, Esq., Engineer and Geologist of Pottsville, in this State, which is designed to show the anthracite and bituminous coal fields—the iron districts—all the furnaces, forges and rolling mills—all the railroads, with their length, gauges, termini, &c., and the canals and navigable waters of the State, especially those leading to Philadelphia, New York and Baltimore, together with statistics of the coal and iron trade for forty years past. The publication of such a map, in connection with the reports of the railroad companies, would add greatly to their interest and value. I have no authority to enter into any arrangements to that end; but should the General Assembly think proper to appoint a committee to take the propriety of the measure into consideration, and to arrange with its author the terms on which the map could be obtained for such a purpose, I will with pleasure exhibit it to them for their examination, as it is now in my possession.

THOS. E. COCHRAN,
Auditor General.

NUMBER OF COMPANIES REPORTED.

The following table exhibits the names of the companies to which blank forms were forwarded; of those by which reports were made; the time when the reports were received, and also of those which failed to report. Circular and blanks mailed on the 6th, 7th, 8th and 9th of October, 1862.

NAME OF COMPANY.	REPORT FILED.
Allegheny Valley railroad.	
Bradford railroad and coal company.	
Barclay.....do.....do.....	See letter.....Oct. 24, 1862.
Beaver Meadow railroad company.....	Nov. 29, 1862.
Bellefonte and Snow Shoe railroad company.....	Jan. 1, 1863.
Bald Eagle Valley railroad company.....	See letter.....Nov. 27, 1862.
Bedford railroad company... ..	Dec. 24, 1862.
Buffalo, Bradford and Pittsburg railroad company.	
Chartiers Valley railroad company.....	Jan. 17, 1863.
Cleveland, Painesville and Ashtabula railroad company.....	Dec. 2, 1862.
Cumberland Valley.....do.....	Dec. 30, 1862.
Catawissa do.....	Dec. 10, 1862.
Chestnut Hill.....do.....	Nov. 27, 1862.
Chester Valley.....do.....	Jan. 10, 1863.
Cleveland and Pittsburg.....do.	
Chester, Leiperville and Darby.....do.	
Delaware, Lackawanna and Western.....do.....	Dec. 31, 1862.
Delaware and Hudson canal and.....do.....	Dec. 27, 1862.
Donaldson Improvement and.....do...	See letter...Dec. 1, 1862.
East Pennsylvania.....do.....	Dec. 3, 1862.
Erie and North East.....do.....	Nov. 26, 1862.
Elmira and Williamsport.....do.....	Dec. 11, 1862.
Erie and Pittsburg.....do...See letter...	Dec. 3, 1862.
East Mahanoy.....do...See letter.	Jan. 9, 1863.
East Brandywine and Waynesburg.....do.....	Dec. 2, 1862.
Ebensburg and Cresson.....do.	

RAILROAD REPORTS.

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NAME OF COMPANY.	REPORT FILED.
Fayette County.....	railroad company.....Nov. 26, 1862.
Franklin.....	do.
Gettysburg.....	do.
Greenwich Improvement and.....	do.
Grassy Island coal and.....	do.....Dec. 8, 1862.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad co....	Nov. 18, 1862.
Huntingdon and Broad Top Mountain railroad company.....	Jan. 13, 1863.
Hanover Branch.....	do.....Dec. 2, 1862.
Hempfield.....	do.....Nov. 27, 1862.
Hazleton coal company.....	Dec. 24, 1862.
Ironton.....	railroad company.....Jan. 20, 1863.
Jamestown and Franklin.....	do.....Nov. 27, 1862.
Junction.....	do.....Jan. 12, 1863.
Lorberry Creek.....	do.....Nov. 11, 1862.
Lehigh and Susquehanna.....	do.
Lehigh Valley.....	do.....Dec. 1, 1862.
Lehigh and Luzerne.....	do.....Nov. 29, 1862.
Little Schuylkill navigation railroad and coal company.....	Dec. 4, 1862.
Little Saw Mill Run.....	railroad company.....Dec. 18, 1862.
Lackawanna and Bloomsburg.....	do.....Dec. 4, 1862.
Lykens Valley railroad and coal company.....	Dec. 18, 1862.
Littlestown.....	railroad company.
Locust Gap.....	do...See letter...Nov. 22, 1862.
Mauch Chunk and Summit Hill.....	do.
Mill Creek and Mine Hill navigation and.....	do.....Nov. 29, 1862.
Mine Hill and Schuylkill Haven.....	do.....Dec. 8, 1862.
Mount Carbon.....	do.....Nov. 24, 1862.
Mount Carbon and Port Carbon.....	do.....Nov. 29, 1862.
Mahanoy and Broad Mountain.....	do.....Dec. 27, 1862.
Northern Central.....	do.....Jan. 19, 1863.
North Pennsylvania.....	do.....Dec. 1, 1862.
North Lebanon.....	do.....Nov. 12, 1862.
Nesquehoning Valley.....	do.....Jan. 21, 1863.
New York and Middle Coalfield.....	do...See letter...Nov. 11, 1862.
New York and Erie.....	do.
Oil Creek.....	do. See letter...Nov. 29, 1862.
Pittsburg, Fort Wayne and Chicago.....	do.....Dec. 22, 1862.
Pittsburg and Connellsville.....	do.....Jan. 12, 1863.
Pittsburg, Columbus and Cincinnati.....	do.
Pittsburg and Steubenville.....	do.
Philadelphia and Reading.....	do.....Jan 7, 1863.

RAILROAD REPORTS.

NAME OF COMPANY.	REPORT FILED.
Philadelphia and Erie....., railroad company.....	Dec. 11, 1862.
Philadelphia and Baltimore Central.....do.....	Dec. 20, 1862.
Philadelphia, Wilmington and Baltimore....do.	Dec. 22, 1862.
Philadelphia and Trenton.....do.....	Nov. 21, 1862.
Philadelphia, Germantown and Norristown do.....	Dec. 11, 1862.
Pennsylvania.....do.....	Dec. 10, 1862.
Pennsylvania coal company.....	Dec. 1, 1862.
Penn Haven and White Haven.....railroad company.....	Nov. 29, 1862.
Plymouth.....do.	
Quakake.....do.....	Nov. 11, 1862.
Reading and Columbia.....do.....	Jan. 12, 1863.
Swatara.....do.	
Strasburg.....do.	
Schuylkill and Susquehanna.....do.....	Dec. 10, 1862.
Summit Branch.....do... See letter...	Oct. 21, 1862.
Schuylkill Valley navigation and.....do.....	Nov. 29, 1862.
Schuylkill and Dauphin railroad and improvement company.	
Shamokin Valley and Pottsville..... railroad company....	Dec. 15, 1862.
Tioga.....do.....	Dec. 1, 1862.
Treverton coal and.....do.	
Wrightsville, York and Gettysburg.....do.....	Jan. 19, 1863.
West Chester.....do.....	Nov. 13, 1862.
West Chester and Philadelphia.....do.....	Dec. 8, 1862.
Western Pennsylvania.....do... See letter...	Nov. 24, 1862.

Passenger Railways.

Citizens' Passenger railway.....Pittsburg.....	Dec. 3, 1862.
Do.....do.....Philadelphia.....	Nov. 14, 1862.
Delaware County Passenger railway.....do.....	Dec. 4, 1862.
Frankford and Southwark.....do.....	Dec. 2, 1862.
Fairmount.....do... See letter...	Jan. 19, 1863.
Fairmount and Arch Street City.....do.....	Dec. 4, 1862.
Green and Coates Street.....do.....	Dec. 13, 1862.
Germantown.....do.....	Dec. 10, 1862.
Girard College.....do.....	Dec. 31, 1862.
Hestonville, Mantua and Fairmount.....do.	
Lombard and South Street.....do.	
North Philadelphia.....do.	
Philadelphia City.....do.....	Nov. 15, 1862.
Philadelphia and Darby.....do.....	Dec. 3, 1862.
Philadelphia and Gray's Ferry.....do.....	Nov. 29, 1862.

RAILROAD REPORTS.

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NAME OF COMPANY.	REPORT FILED.
Pittsburg, Allegheny and Manchester....Pittsburg.	
Pittsburg and Birmingham.....do.....	Jan. 6, 1863.
Pittsburg and East Liberty.....do.....	Dec. 2, 1862.
Ridge Avenue and Manayunk.....Philadelphia.....	Dec. 1, 1862.
Richmond and Schuylkill.....do.	
Second and Third Street.....do.....	Dec. 20, 1862.
Seventeenth and Nineteenth.....do.....	Dec. 1, 1862.
Thirteenth and Fifteenth.....do.....	Jan. 20, 1863.
West Philadelphia.....do.....	Nov. 5, 1862.

REPORTS.

(No. 1.)

BALD EAGLE VALLEY RAILROAD COMPANY.

OFFICE OF THE BALD EAGLE VALLEY RAILROAD COMPANY, }
Lock Haven, November 25, 1862. }

To THOS. E. COCHRAN, Esq., *Auditor General*:

DEAR SIR:—Some time since there was forwarded to me, from Philadelphia, your circular, with form for annual return of the condition of our railroad. On consultation with Mr. L. A. Mackey, our treasurer, it was our united opinion, that in the present unfinished state of the road it would be impossible for us to make any return that would be of any value.

The work on the part of the line is in fair progress, but not in such a state as to enable us to answer any of the questions proposed with definiteness, and most of them not at all. We shall probably have the whole line completed and in operation some time next summer, and will be able to make, I trust, full and satisfactory returns in another year.

I am yours,

Very respectfully,

PHILIP M. PRICE,
President of B. E. V. R. R. C.

(No. 2.)

BARCLAY RAILROAD AND COAL COMPANY.

OFFICE OF THE BARCLAY COAL COMPANY, }
Philadelphia, October 23, 1862. }

To THOMAS E. COCHRAN, *Auditor General*:

DEAR SIR :—Your favor of the 6th inst., enclosing a blank form, &c., addressed to the President of the Barclay railroad and coal company, has been received, and in reply I will state, that *that* corporation has gone out of existence. The coal lands and other property belonging to said company have been purchased by the creditors, who have organized, under the title of the "Barclay coal company," for the purpose of mining and shipping coal, &c., and as it is *not* a railroad corporation, I presume the details of its business are not of the character that you desire.

Would it *not* be best to have the Barclay railroad and coal company stricken off your books.

I am yours, truly,

H. SHAW, *Secretary*.

BEAVER MEADOW

(No. 3.)

BEAVER MEADOW.

STATE OF PENNSYLVANIA, }
Philadelphia city and county, } ss:

Personally appeared A. G. Broadhead, Jr., superintendent, and L. Chamberlain, treasurer, of the Beaver Meadow railroad and coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) A. G. BROADHEAD, Jr., *President*.
 L. CHAMBERLAIN, *Treasurer*.

Sworn and subscribed before me this 28th day of November, 1862.

JAMES M'CAHEN, J. P.

Stock and Debt.

Amount paid in as by last report.....	\$1,816,150 00
Total amount now paid in of capital stock.....	1,816,150 00
Funded debt as per last report.....	1,500 00
Total amount now of funded debt.....	1,500 00
Total amount now of floating and funded debt.....	1,500 00
Average rate per cent. per annum, of interest on funded debt,	6 per cent.
Date of each dividend, January and July.	
Rate per cent. per annum of each dividend, January dividend 5 per cent.=to 10 per cent. per annum; July dividend 3 per cent.=6 per cent. per annum.	
Amount of capital on which the respective dividends were declared.....	<u>\$1,816,150</u>

Cost of Road and Equipment.

	By last report.	By present report.
Construction details not kept	\$1,025,489 98	\$1,042,691 94
Transportation property—present estimated value.....	280,860 72	317,328 74
Total cost of road and equipment.	1,306,350 70	1,360,020 68

RAILROAD REPORT.

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Characteristics of Road.

Length of main line of road, from Mauch Chunk to Audenried,	24½ miles.
Length of road laid.....	24½ miles.
Length of double track, including sidings.....	23½ miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track, about one-fourth, 56 lbs. balance.....	60 lbs.
Number of engine houses and shops.....	5 engine houses, 1 machine shop.
Number of engines.....	18
Number of first class passenger cars, (rated as eight wheel cars,) 2—average cost of each.....	\$2,000 00
Number of baggage, mail and express cars, (rated as eight wheel cars,)	1
Number of freight cars, (rated as eight wheel cars,) 3—aver- age cost of each, ...	\$600 00
Number of coal cars, 1,000 four wheeled, 200 eight wheeled— average cost of each: four wheel.....\$180 00; eight wheel, 400 00	
Number of iron bridges.....	2
Number of wooden bridges.....	5
Number of depots on main road.....	4
Number of wood and water stations on main road.....	1 wood and 5 water.
Value of real estate held by the company.....	<u>\$49,694 43</u>

How is track laid, and on what foundation? Partly on stone ballast, partly without; oak cross ties.

Doings of the year in Transportation, and total miles run.

Number of miles run by freight and passenger trains.....	21,401
Number of miles run by coal trains.....	170,545
Number of passengers (all classes) carried in cars.....	16,040
Number of tons of 2,000 lbs. of through freight, for the year, on main road.....	8,963
Gross amount of tonnage for the year.....	1,086,805
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15 to 20
Average rate of speed adopted by freight trains, (including stops,).....	<u>10</u>

Amount of Freight, specifying the quantity in tons.

Anthracite coal, 962,359 tons of 2,240 lbs, or 1,077,842 tons of 2,000 lbs.	
Merchandise, 8,963 tons of 2,000 lbs. Details not kept.	
Lumber—not weighed.....	<u>988,759 feet.</u>

BEAVER MEADOW

The rate of fare for Passengers charged for the respective classes per mile, as follows :

Only one class..... 3½ cents.

EXPENSES.

The accounts of the company are not kept so as to furnish the details according to the questions, nor would answers to the questions only, indicate the expenses.

Maintaining the Road or Real Estate of the Corporation.

Taxes on real estate	\$506 11
State tax.....	9,080 75
Expended on repairs of railroad bridges, iron and damages by flood.	74,716 00
Repairs of engines, wages of engineers, firemen and brakemen, fuel, oil, &c.	42,626 00
Repairing and oiling coal cars.....	16,460 00
General expenses, salaries of superintendent, &c.....	9,639 00
Weighing coal.....	1,520 00
	<u><u>154,547 86</u></u>

Receipts from all Sources.

Receipts from passengers.....	\$4,505 00
freight	355,885 00
mail transportation.....	1,239 00
interest	3,464 00
mine leave.....	272 00
	<u><u>365,365 00</u></u>

Payments other than for Construction.

For transportation expenses, (included in expenses—answered above.)	
For dividends.....	\$147,765 00
For interest.....	90 00
For coal cars and tender	40,410 00
	<u><u></u></u>

Accidents.

Employees—killed 1, injured 4; others—killed 5, injured 1; total—killed 6, injured 5.

RAILROAD REPORT.

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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

- Jan. —. Peter Duffy, intoxicated, run over by coal train near the mines and killed.
- May 10. Samuel Gates, killed by attempted to get on loaded coal train, while in motion, near the mines.
- May 27. John Conyngham, killed at Black Creek Junction while standing on track—was struck by coal cars which had become detached from empty train on grade.
- July 21. Patrick Quinn, intoxicated, attempted to get on cars at Weatherly while in motion, fell between the cars, was run over and killed.
- Sept. 16. Richard Calvin, fell from the engine while oiling cylinders near Mauch Chunk, and was killed.
- Oct. 11. Michael M'Bride, brakeman, was killed at Weatherly by jumping from a coal train which had become unmanageable on a heavy grade.
- Peter Rourke, Nicholas Weaver, John Nuss, Adam Bates, were more or less injured from same cause.
- Nov. 8. Lewis Blackwell, engineer on Hazleton railroad, had his leg broken, while standing on the platform of the passenger engine, in a collision near Catawissa switch.

Names and Residence of Officers.

Directors.	Post office address.
ROBERT PEARSAL.....	PHILADELPHIA.
JACOB R. SMITH.....	PHILADELPHIA.
THOMAS RIDGWAY.....	PHILADELPHIA.
JESSE GODLEY.....	PHILADELPHIA.
SAMUEL C. FORD.....	PHILADELPHIA.
JOSEPH H. DULLES.....	PHILADELPHIA.
JOHN H. TOWNE.....	PHILADELPHIA.
WASHINGTON BROWN.....	PHILADELPHIA.
WILLIAM L. SCHAFER.....	PHILADELPHIA.
EDWARD H. TROTTER.....	PHILADELPHIA.
WILLIAM W. LONGSTRETH, PRESIDENT.....	PHILADELPHIA.
L. CHAMBERLAIN, TREASURER AND SECRETARY.....	PHILADELPHIA.
A. G. BROADHEAD, JR., SUPERINTENDENT.....	MAUCH CHUNK.

(No. 4.)

BEDFORD.

STATE OF PENNSYLVANIA, } ss:
Bedford county,

Personally appeared S. L. Russell, President, and John P. Reed, Treasurer, of the Bedford railroad company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) S. L. RUSSEL, *President.*
 JOHN P. REED, *Treasurer.*

Sworn and subscribed before me this 22d day of December, 1862.

J. W. LINGENFELTER, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	104,050 00
Amount paid in as by last report—(this is the first report of this company.)	
Total amount now paid in of capital stock.....	89,979 21
Total amount now of funded debt.....	90,000 00
The amount now of floating debt, (as near as can be ascertained).....	3,250 00
Total amount now of floating and funded debt, (as near as can be ascertained).....	93,250 00
Average rate per cent per annum, of interest on funded debt,	6 per cent.
No dividend declared—road not in operation.	

Cost of Road and Equipment.

The road being in process of construction, answers to the items of cost cannot now be given with accuracy.

Characteristics of Road.

Length of main line of road, from Bedford to Hopewell—about	19 miles.
Length of road laid—about.....	4 miles.
Length of double track, including sidings—about.....	300 feet.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.

RAILROAD REPORT.

17

Number of engine houses and shops—none erected yet,
 Number of engines—none.
 Number of wooden bridges.....
 Value of real estate held by the company—about.....
 Number of tunnels—none.
 How is track laid, and on what foundation? On cross ties—
 not yet ballasted.

2
\$70,000

Receipts from all Sources.

None, except from stock and funded debt, and about \$350 borrowed,
 which is included in floating debt.

Names and Residence of Officers.

Directors.	Post office address.
JACOB REED.....	BEDFORD, PA.
V. STECKMAN.....	BEDFORD, PA.
JOHN TAYLOR, Esq.....	BEDFORD, PA.
JOHN ALSIP, Esq.....	BEDFORD, PA.
ALEX. KING, Esq.....	BEDFORD, PA.
DR. F. C. REAMER.....	BEDFORD, PA.
*G. W. MOORHEAD.....	PHILADELPHIA.
*J. DUTTON STEEL.....	PHILADELPHIA.
*D. WASHABAUGH.....	BEDFORD, PA.
C. W. ASHCOM.....	HOPWELL, PA.

S. L. RUSSELL, PRESIDENT..... BEDFORD, PA.

J. P. REED, TREASURER AND SECRETARY..... BEDFORD, PA.

Two vacancies on the 30th of October, 1862.

*Elected but never acted.

(No. 5.)

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, } ss:
Philadelphia City and County, }

Personally appeared R. H. Downing, President, and Jacob P. Jones, Treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) R. H. DOWNING, *President.*

JACOB P. JONES, *Treasurer.*

Sworn and subscribed before me this 31st day of December, 1862.

WILLIAMS OGLE, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Total amount now of funded debt.....	9,500 00
The amount now of floating debt.....	4,500 00
Total amount now of floating and funded debt.....	14,000 00
Average rate per cent. per annum, of interest on funded debt,	<u>6 per cent.</u>

Cost of Road and Equipment.

	By present rep't.
For graduation and masonry.....	\$66,508 60
For bridges.....	11,694 42
Superstructure, including iron.....	117,375 80
Passenger and freight stations, buildings and fixtures.....	4,078 86
Engine and car houses, machine shops, machinery and fixtures.....	178 00
Land, land damages and fences.....	362,328 66
Locomotive and fixtures, and snow plows, } Passenger and baggage cars..... } Freight and other cars..... }	26,428 29
Engineering.....	\$15,598 31
Other expenses, opening mines, sawing lumber, &c., &c.....	26,766 07
	42,365 28
Total cost of road and equipment	<u>630,957 91</u>

RAILROAD REPORT.

19

Characteristics of Road.

Length of main line of road, from Bald Eagle Valley road to Snow Shoe.....	20½ miles.
Length of road laid.....	18½ "
Length of double track, including sidings.....	½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Number of branch roads owned by company.....	None.
Roads leased by the company.....	one of four miles in length.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of second class passenger cars, (rated as eight wheel cars,) one—cost.....	\$1,000 00
Number of freight cars, 40 lumber trucks—average cost of each.....	136 00
Number coal cars, 60—average cost of each.....	146 00
Number of iron bridges.....	Not any.
Number of wooden bridges.....	8 trestle work bridges.
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	1
Number of wood and water stations on main road.....	2
Value of real estate held by the company.....	Cannot say.
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross ties, part stone and part earth filling.	

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains—no passenger train—a passenger car attached to coal train.	
Number of miles run by coal trains.....	10,260
Number of through passengers for the year on main road.....	2,418
Number of passengers (all classes) carried in cars.....	2,770
Number of tons of 2,000 lbs. of through freight, for the year on main road—estimated.....	13,000
Average rate of speed adopted by freight trains, (including stops,).....	10 miles per hour.

The rate of fare for Passengers, charged for the respective classes, per mile as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	2½ "

BELLEFONTE AND SNOW SHOE

The amount of Freight, specifying the quantity in tons.

Bituminous coal.....	8,260 tons.
Agricultural products.....	395 "
Merchandise.....	313 "
Lumber.....	14,979 87 feet—say, 2,250 "
Other articles—estimated at.....	1,782 "
Total	<u><u>13,000 tons.</u></u>

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$3,399 20
Repairs of buildings.....	Cannot say.
Repairs of fences and gates.....	Cannot say.
Taxes on real estate.....	<u><u>\$347 31</u></u>

Repairs of Machinery.

Repairs of engine and tenders.....	\$361 47
Repairs of passenger and baggage cars.....	Cannot say.
Repairs of freight cars.....	\$896 30
Repairs of tools and machinery in shops.....	Cannot say.
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	<u><u>Cannot say.</u></u>

Operating the Road.

Office expenses, stationery, &c.....	\$76 85
Agents and clerks.....	450 00
Labor—loading and unloading freight.....	Cannot say.
Porters, watchmen and switch tenders.....	\$78 44
Conductors, baggage masters and brakemen.....	1,177 60
Engineermen and firemen.....	971 50
Fuel—cost of labor for preparing for use.....	159 87
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	452 93
Damage to property, including damages by fire, and cattle killed on road.....	15 00
General superintendence.....	750 00
Contingencies	<u><u>88 99</u></u>

Receipts from all Sources.

Receipts from passengers.....	\$1,343 67
freight.....	11,781 56
other sources.....	<u><u>Cannot say.</u></u>

RAILROAD REPORT.

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Payments other than for Construction.

For transportation expenses.....	Cannot say.
For interest.....	\$998 96
For other payments.....	Cannot say. ✓

Accidents.

No accident has happened by which any person has been injured.

Names and Residence of Officers.

Directors.	Post office address.
M. T. MILLIKEN.....	BELLEFONTE, PA.
WISTAR MORRIS.....	PHILADELPHIA.
JACOB P. JONES.....	PHILADELPHIA.
F. C. YARNALL.....	PHILADELPHIA.
E. H. DOWNING.....	PHILADELPHIA.
R. H. DOWNING, PRESIDENT.....	1608 MARKET STR., PHILADELPHIA.
JACOB P. JONES, TREASURER.....	1608 MARKET STR., PHILADELPHIA.
F. C. YARNALL, SECRETARY.....	1608 MARKET STR., PHILADELPHIA.
DANIEL RHODES, SUPERINTENDENT.....	BELLEFONTE, PA.

(No 6.)

CATAWISSA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared T. Haskins Du Puy, President, and William Read Fisher, Treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) T. HASKINS DU PUY, *President.*
 WM. READ FISHER, *Treasurer.*

Affirmed and subscribed before me this 9th day of December, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$3,350,000 00
Amount of stock subscribed.....	3,350,000 00
Amount paid in as by last report.....	3,350,000 00
Total amount now paid in of capital stock.....	3,350,000 00
Funded debt as per last report.....	34,000 00
Total amount now of funded debt.....	*284,000 00
Floating debt, as by last report.....	93,365 26
The amount now of floating debt.....	†115,752 20
Total amount now of floating and funded debt.....	399,752 20
Average rate per cent. per annum, of interest on funded debt,	6 $\frac{77}{100}$ per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$3,384,000 00	\$3,634,000 00

Characteristics of Road.

Length of main line of road, from the junction with Little Schuylkill navigation railroad and coal company's railroad, eight miles north of Tamaqua, Schuylkill county, to Milton, Northumberland county.....	65 miles.
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* Authorized but not all issued.

† The item called "floating debt" covers the debts of the C. W. and E. railroad partially.

RAILROAD REPORT.

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Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 and 57 lbs.
Number of branch roads owned by company.....	None.
Roads leased and operated by the company.....	4
Number of engine houses and shops.....	3 engine houses; 1 shop.
Number of engines.....	18
Number of first class passenger cars, (rated as eight wheel cars;) 11; average cost of each.....	\$1,895 45.
Number of baggage, mail and express cars, (rated as eight wheel cars,) 2; average cost of each.....	1,250 00
Number of freight cars, (rated as eight wheel cars,) 209; average cost of each.....	496 17
Number of coal cars, 67; average cost of each.....	350 00
Number of iron bridges.....	None.
Number of wooden bridges.....	11
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of depots on main road.....	6
Number of wood and water stations on main road.....	10
Value of real estate held by the company.....	Have no data.
Number of tunnels, 3; length of each.....	1,400, 200, 400 feet.
How is track laid, and on what foundation? On cross ties eight feet long, 8 inches face, 6 inches thick; laid on red shale slate and earth ballast.	

Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains.....	166,588
Number of miles run by freight trains.....	369 205
Number of miles run by coal trains, (much of our coal is hauled by freight trains,).....	13,252
Number of through passengers, for the year, on main road....	13,989
Number of passengers (all classes) carried in cars.....	45,853
Number of tons, of 2,000 pounds, of through freight, for the year, on main road.....	106,028
Gross amount of tonnage for the year.....	242,152
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops	10

Average weight in tons of passenger trains, exclusive of passengers and baggage	37
Average weight in tons of freight trains, exclusive of freight, ...	127

The amount of freight, specifying the quantity in tons.

Anthracite and bituminous coal.....	120,944
Pig iron.....	16,961
Railroad iron.....	15,964
Agricultural products.....	23,876
Merchandise.....	11,325
Manufactures.....	3,869
Live stock.....	2,631
Lumber.....	44,312
Other articles.....	2,270
Total.....	242,152

The rate of fare for Passengers per mile, as follows:

Rate of fare per passenger per mile	<u><u>2.748</u></u> 1000 cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs of road bed and railway, excepting cost of iron.....	\$40,250 42	\$9,257 60	\$30,992 82
Repairs of buildings.....	370 89	85 30	285 59
Taxes on real estate.....	842 74	193 83	648 91
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	35,992 50	8,278 28	27,714 22
Repairs of passenger and baggage cars.....	6,873 17	1,580 83	5,292 34
Repairs of freight cars.....	30,284 38	6,965 41	23,318 97
Repairs of tools and machinery in shops.....	1,460 58	335 94	1,124 64
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	5,347 34	1,229 89	4,117 45
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	4,189 26	963 53	3,225 73
Agents and clerks.....	15,021 59	3,454 97	11,566 62
Porters, watchmen and switch tenders.....	6,753 15	1,553 23	5,199 92
Wood and water station attendance.....	1,081 98	248 86	833 12
Conductors, baggage masters and brakemen.....	16,936 92	8,895 49	13,041 43
Engineermen and firemen.....	14,000 15	3,220 03	10,780 12
Fuel—cost of labor for preparing for use.....	27,545 96	6,335 57	21,210 39
Oil and waste for engines and tenders, passenger, baggage and freight cars,	5,199 29	1,195 84	4,003 45
Loss and damage of goods and baggage.....	1,480 71	340 56	1,140 15
Use freight cars.....	14,849 11	3,415 30	11,433 81
General superintendence.....	2,700 00	621 00	2,079 00
Contingencies.....	5,919 18	1,361 41	4,557 77
Total.....	237,099 32	54,532 87	182,566 45

CATAWISSA

Receipts from all Sources.

Receipts from passengers.....	\$46,185 28
freight.....	212,721 63
mail transportation.....	8,559 35
other sources.....	8,414 05
Total.....	<u>275,880 31</u>

Payments other than for Construction.

For transportation expenses.....	\$281,938 45
For interest.....	3,650 00
Total.....	<u>285,588 45</u>

Accidents.

June 21, 1862, killed, employee.....	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

June 21, 1862, Franklin Longenberger, an employee, fell off a truck, which he was running with a sitting pole, across Long Hollow bridge, and was instantly killed. The accident was caused by his own carelessness.

Names and Residence of Officers.

Directors.	Post office address.
S. V. MERRICK.....	PHILADELPHIA.
JAMES S. COX.....	PHILADELPHIA.
M. P. HUTCHINSON.....	PHILADELPHIA.
W. P. CHANDLER.....	PHILADELPHIA.
ROBERT BAYARD.....	NEW YORK.
CHARLES R. FAXTON.....	BLOOMSBURG, PA.
T. HASKINS DU PUY, PRESIDENT.....	PHILADELPHIA.
WM. READ FISHER, TREASURER AND SECRETARY.....	PHILADELPHIA.
H. STANLEY GOODWIN, SUPERINTENDENT.....	WILLIAMSPORT.

(No. 7.)

CHARTIERS VALLEY.

STATE OF PENNSYLVANIA, }
City of Pittsburg, Allegheny County, } ss:

Personally appeared S. F. Von Bonnhorst, Secretary and Treasurer of the Chartiers Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of his knowledge and belief.

(Signed) S. F. VON BONNHORST,
Secretary and Treasurer.

Sworn and subscribed before me this 16th day of January, 1863.

A. S. NICHOLSON,
Alderman and J. P.

Stock and Debt.

Capital stock, as authorized by law, (increased capital or preferred stock authorized, \$200,000,).....	\$500,000 00
Amount of stock subscribed.....	456,050 00
Amount paid in as by last report.....	434,167 75
Funded debt as per last report.....	159,000 00
Total amount now of funded debt.....	169,000 00
Floating debt, as by last report.....	188,700 37
Total amount now of floating and funded debt, (without accrued interest,)	357,700 37
Average per cent. per annum, of interest on funded debt.....	<u>7 per cent.</u>

Cost of Road and Equipment.

For graduation and masonry.....(by present report).....	\$320,152 18
Land, land damages and fences.....do.....	5,237 14
Engineering and agencies.....do.....	<u>16,249 88</u>

Characteristics of Road.

Length of main line of road, from Mansfield to Washington, Pa.,	22½ miles.
Length of road laid.....	None.
Gauge of road.....	4 ft. 8½ in.
No part of the road is finished—no iron laid upon any portion of it—no cars, locomotives or machinery purchased by the company, and no work of any kind done upon it for several years.	
Value of real estate held by the company.....	<u>2,000 00</u>

CHARTIERS VALLEY

Names and Residence of Officers.

Directors.	Post office address.
JACOB PAINTER.....	PITTSBURG, PA.
ISAAC JONES.....	PITTSBURG, PA.
JOHN H. EWING.....	WASHINGTON, PA.
DAVID T. MORGAN.....	WASHINGTON, PA.
DANIEL HOUSTON.....	CANNONSBURG, PA.
WILLIAM PARK.....	CANNONSBURG, PA.
HON. J. K. MOOREHEAD.....	PRESIDENT.
S. F. VON BONNHORST.....	TREASURER AND SECRETARY.

(No. 8.)

CHESTER VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared John F. Giipin, President, and Charles O'Neill, Treasurer, of the Chester Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JOHN F. GILPIN, *President.*CHAS. O'NEILL, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, 1863.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$871,900 00
Amount of stock subscribed.....	871,900 00
Amount paid in as by last report.....	871,900 00
Total amount now paid in of capital stock.....	871,900 00
Funded debt as per last report, being mortgage bond \$500,000, and unpaid coupons \$227,500.....	727,500 00
Total amount now of funded debt, being mortgage bond \$500,- 000, and unpaid coupons \$262,500.....	762,500 00
Floating debt, as by last report.....	600 00
The amount now of floating debt.....	600 00
Total amount now of floating and funded debt.....	763,100 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividends.	

Cost of Road and Equipment.

Cost of road, being the amount of capital stock, (by present report,).....	\$871,900 00
And of bonds, (by present report,).....	500,000 00
Total.....	1,371,900 00

Characteristics of Road.

Length of main line of road, from Bridgeport to Downingtown,	21½ miles.
Length of road laid.....	21½ "
Length of double track, including sidings.....	1½ "

CHESTER VALLEY

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 to 50 lbs.
Number of engine houses and shops.....	1 eng. house.
No passenger or other cars.	
Number of wooden bridges.....	3
Number of railroads crossed at grade.....	1
Number of depots on main road.....	stopping places, 16
How is track laid, and on what foundation ?.....	<u>Stone & clay.</u>

NOTE.—As stated in the report to your Department of November 23, 1861, this company, by a decree of the United States Circuit Court, has no control over its affairs. The Reading railroad company owns the running stock used on the road, which that company leased, that is the road, and all reports are made to the trustees. The unanswered questions would be properly answered by the Reading railroad company.

Names and Residence of Officers.

Directors.	Post office address.
COFFIN COLKET.....	PHILADELPHIA.
JOSEPH W. RYERSS.....	PHILADELPHIA.
GEORGE W. CARPENTER.....	PHILADELPHIA.
SAMUEL HART.....	PHILADELPHIA.
L. E. CARSON.....	NORRISTOWN.
WILLIAM H. HOLSTEIN.....	BRIDGEPORT.
JOHN F. GILPIN, PRESIDENT..... PHILADELPHIA.	
CHARLES O'NEILL, TREASURER AND SECRETARY..... PHILADELPHIA.	

(No. 9.)

CHESTNUT HILL.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared Coffin Colket, President, and Henry K. Smith, Treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*H. K. SMITH, *Treasurer.*

Sworn and subscribed before me, this 26th day of November, 1862.

J. PLANKINTON, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	Sufficient to build the road.
Amount of stock subscribed.....	\$120,650 00
Amount paid in as by last report.....	120,650 00
Total amount now paid in of capital stock.....	120,650 00
Total amount now of floating and funded debt.....	None.
Date of each dividend.....	Jan. 1, and July 1, 1862.
Rate per centum per annum of each dividend... ..	2
Amount of capital on which the respective dividends were declared.....	120,650 00

Cost of Road and Equipment.

	By last report.	By present rep't.
For graduation and masonry.....	\$65,900 51	\$65,900 51
For bridges.....	5,000 00	5,000 00
Superstructure, including iron.....	25,000 00	25,000 00
Passenger and freight stations, buildings and fixtures.....	8,592 49	8,592 49
Land, land damages and fences.....	14,157 50	14,157 50
Engineering and agencies.....	2,000 00	2,000 00
Total cost of road and equipment.....	120,650 50	120,650 50

CHESTNUT HILL

Characteristics of Road.

Length of main line of road, from Germantown to Chestnut Hill.....	4½ miles.
Length of road laid.....	4½ "
Length of double track, including sidings.....	½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Number of branch roads owned by company.....	None.
Have no cars, the road being operated by another company.	
Number of wooden bridges.....	3
Number of depots on main road.....	1
Value of real estate held by the company.....	\$5,000 00
How is track laid, and on what foundation? Stone ballast on cross ties, two feet apart.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	27,000
Number of miles run by freight trains.....	2,500
Number of miles run by coal trains.....	2,500
Number of through passengers for the year on main road, (all called through, as the fare is the same,).....	177,583
Gross amount of tonnage for the year, (about, not weighed,).....	6,000
Average rate of speed adopted by ordinary trains, including stops, (miles per hour).....	12
Av'ge rate of speed adopted by express trains, including stops,	16
Av'ge rate of speed adopted by freight trains, including stops,	9
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	40
Average weight in tons of freight trains, exclusive of freight,	22

The amount in freight, specifying the quantity in tons.

Anthracite coal.....	4,200
Bituminous coal.....	100
Other iron or castings.....	20
Agricultural products.....	1,100
Merchandise.....	300
Manufactures.....	100
Lumber—included in agricultural products.	
Other articles.....	100
Total.....	5,920

RAILROAD REPORT.

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*The rate of fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	1.8 cent.
For first class way passengers.....	1.8 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$2,156 25
Repairs of buildings.....	100 00
Repairs of fences and gates.....	10 00
Taxes on real estate.....	78 21
Total.....	<u>2,344 46</u>

Repairs of Machinery.

Have none.

Operating the Road.

The road is operated by the Philadelphia, Germantown and Norristown railroad company, therefore we have no expenses of this kind.

Receipts from all Sources.

Receipts from passengers.....	\$9,598 99
freight.....	1,553 53
other sources.....	201 00
Total.....	<u>11,353 52</u>

Payments other than for Construction.

For dividends.....	<u>\$4,826 00</u>
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Accidents.

No accidents of any kind this year.

The road has been run nine years without the slightest injury to person or property.

CHESTNUT HILL

Names and Residence of Officers.

Directors.	Post office address.
CHARLES HEEBNER.....	CHESTNUT HILL.
GEO. W. CARPENTER.....	GERMANTOWN.
WILLIAM MILLER.....	CHESTNUT HILL.
JOSEPH RYERSS.....	PHILADELPHIA.
F. N. BUCK.....	PHILADELPHIA.
M. HAAS.....	CHESTNUT HILL.
D. YRAKEL.....	CHESTNUT HILL.
JOSEPH PATTERSON.....	PHILADELPHIA.
J. R. NEFF.....	PHILADELPHIA.
G. T. PLATT.....	CHESTNUT HILL.
W. L. SCHAFER.....	PHILADELPHIA.
D. WEBSTER.....	CHESTNUT HILL.
C. COLKET, PRESIDENT..... NINTH AND GREEN STS., PHILADELPHIA.	
H. K. SMITH, TREASURER, SECRETARY AND SUPERINTENDENT....do.	

(No. 10.)

✓ 43
CLEVELAND, PAINESVILLE AND ASHTABULA.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared Amasa Stone, Jr., President, and George B. Ely, Treasurer, of the Cleveland, Painesville and Ashtabula railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) A. STONE, JR., *President*.
GEO. B. ELY, *Treasurer*.

Sworn and subscribed before me, this 29th day of November, 1862.

NICHOLAS BARTLETT, *Notary Public*.

Stock and Debt.

Capital stock, as authorized by law.....	\$4,000,000 00
Amount of stock subscribed.....	4,000,000 00
Amount paid in, as by last report.....	3,000,000 00
Total amount now paid in of capital stock.....	3,300,000 00
Funded debt, as per last report.	1,353,000 00
Total amount now of funded debt.	1,500,000 00
Floating debt, as by last report.	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,500,000 00
Average rate per cent. per annum, of interest on funded debt,	7 per cent.
Date of each dividend—Jan. 1, July 1, and Aug. 25, 1862.	
Rate per cent. per annum of each dividend—Jan. 1, 5 per	
cent. cash, and 10 per cent. bonds; July 1, 5 per cent.	
cash, and 3½ per cent. bonds; Aug. 25, 10 per cent. stock.	
Amount of capital on which the respective dividends were	
declared.....	<u>3,000,000 00</u>

Cost of Road and Equipment.

	By last report.	By present report.
For bridges.....	\$701,300 00	\$701,300 00
Graduation and superstructure, including iron, engineering and agencies.....	2,267,537 26	2,270,194 15
Passenger and freight stations, buildings and fixtures.....	258,472 00	258,472 00
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages and fences.....	203,860 61	222,177 21
Locomotives and fixtures, and snow plows,	210,000 00	215,637 76
Passenger and baggage cars.....	66,000 00	58,900 00
Freight and other cars.....	279,367 78	315,806 47
Total cost of road and equipment.....	3,986,537,65	4,042,487 59

Characteristics of Road.

Length of main line of road, from Cleveland, O., to Erie, Pa.,	95½ miles.
Length of road laid.....	95½ "
Length of double track, including sidings.....	29½ "
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	57 pounds.
Number of engine houses and shops.....	4
Number of engines.....	31
Number of first class passenger cars, (rated as eight wheel cars,) 21—average cost of each.....	\$2,300 00
Number of second class passenger cars, (rated as eight wheel cars,) 13—average cost of each.....	1,200 00
Number of baggage, mail and express cars, (rated as eight wheel cars,) 8—average cost of each.....	1,200 00
Number of freight cars, (rated as eight wheel cars,) 535—average cost of each.....	600 00
Number of wooden bridges.....	5
Number of stone bridges.....	5
Number of railroads crossed at grade, (in Ohio,).....	1
Number of depots on main road.....	17
Number of wood and water stations on main road.....	12
No real estate, except such as is needed for depots, shops and gravel pit.	
No tunnels.	
How is track laid, and on what foundation? Common cross ties and gravel.	

RAILROAD REPORT.

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Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	201,380
Number of miles run by freight trains.....	282,917
Number of through passengers for the year on main road....	134,530
Number of passengers (all classes) carried in cars.....	237,278
Number of tons of 2,000 lbs. of through freight, for the year on main road	423,766
Gross amount of tonnage for the year.....	456,066
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	28
Average rate of speed adopted by express trains, (including stops).....	32
Average rate of speed adopted by freight trains, (including stops).....	10½
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	90
Average weight in tons of freight trains, exclusive of freight,	225

The amount of freight, specifying the quantity in tons.

Anthracite and bituminous coal.....	726
Pig iron—included in “other iron or castings.”	
Railroad iron.....	1,788
Other iron or castings.....	7,430
Iron and other ores—included in “other iron or castings.”	
Agricultural products.....	55,120
Merchandise.....	84,362
Manufactures.....	85,874
Live stock.....	119,505
Lumber.....	5,431
Other articles.....	95,826
Total.....	456,066

*The rate of fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	2½ cents.
For first class way passengers.....	2½ “
For second class through passengers.....	2 “
For emigrant through passengers.....	1 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs of road bed and railway, excepting cost of iron.....	\$146,459 71	\$38,518 90	\$107,940 81
Repairs of buildings.....	9,530 41	2,506 49	7,023 92
Repairs of fences and gates.....	1,359 66	357 59	1,002 07
Taxes on real estate.....	20,691 58	5,441 88	15,249 70
Total.....	178,041 36	46,824 86	131,216 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$37,769 68	\$9,933 42	\$27,836 26
Repairs of passenger and baggage cars.....	21,176 27	5,569 35	15,606 92
Repairs of freight cars.....	31,021 01	8,158 26	22,861 75
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	7,000 00	1,841 00	5,159 00
Total.....	96,965 96	25,502 03	71,463 93

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Office expenses, stationery, &c.....	\$25,982 48	\$6,833 39	\$19,149 09
Agents and clerks.....	24,700 00	7,496 10	17,203 90
Labor—loading and unloading freight.....	38,500 00	10,125 50	28,374 50
Porters, watchmen and switch tenders.....	10,954 98	2,881 15	8,073 83
Wood and water station attendance.....	8,000 00	2,104 00	5,896 00
Conductors, baggage masters and brakemen.....	36,500 00	10,599 50	25,900 50
Engineermen and firemen.....	18,000 00	4,734 00	13,266 00
Fuel—cost of labor for preparing for use	64,333 79	16,935 56	47,458 23
Oil and waste for engines and tenders, passenger, baggage and freight cars, ...	6,395 76	1,782 08	4,613 68
Loss and damage of goods and baggage.....	9,968 09	2,621 60	7,346 49
Telegraph expenses	7,974 53	2,097 30	5,877 23
Damage to property, including damages by fire, and cattle killed on road... ..	798 12	209 90	588 22
General superintendence	5,000 00	1,315 00	3,685 00
Contingencies.....	43,529 76	11,448 32	32,081 44
Total.....	300,697 51	81,183 40	219,514 11

CLEVELAND, PAINESVILLE AND ASHTABULA

Receipts from all Sources.

Receipts from passengers.....	\$408,141 49
freight.....	1,065,060 66
mail transportation.....	21,600 00
interest.....	15,768 29
other sources.....	41,057 86
Total.....	<u><u>1,551,628 30</u></u>

Payments other than for Construction.

For transportation expenses.....	\$575,704 83
For dividends.....	1,000,000 00
For interest.....	94,710 00
Total.....	<u><u>1,670,414 83</u></u>

Accidents.

No accidents of a serious nature.

Names and Residence of Officers.

Directors.	Post office address.
A. STONE, JR.....	CLEVELAND, OHIO.
S. WILT.....	CLEVELAND, OHIO.
T. M. KELLY.....	CLEVELAND, OHIO.
H. B. PAYNE.....	CLEVELAND, OHIO.
WILLIAM COLLINS.....	CLEVELAND, OHIO.
GEORGE B. ELY.....	CLEVELAND, OHIO.
H. E. PARSONS.....	ASHTABULA, OHIO.
JAMES MILES.....	GIRARD, PENN'A.
J. B. JOHNSON.....	ERIE, PENN'A.
SAMUEL J. RANDALL.....	PHILADELPHIA.
C. C. DENNIS.....	AUBURN, N. Y.
HAMILTON WHITE.....	SYRACUSE, N. Y.
E. M. GILBERT.....	UTICA, N. Y.
A. STONE, JR., PRESIDENT.....	CLEVELAND, OHIO.
GEORGE B. ELY, TREASURER AND SECRETARY.....	CLEVELAND, OHIO.
H. NOTTINGHAM, SUPERINTENDENT.....	CLEVELAND, OHIO.

(No. 11.)

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, } ss:
 Cumberland County, }

Personally appeared Frederick Watts, President, and E. M. Biddle, Treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) FRED'K WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1862.

A. L. SPONSLER, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$1,750,000 00
Amount of stock subscribed.....	1,280,000 00
Amount paid in as by last report, unpreferred stock.....	472,000 00
Amount paid in as by last report, preferred stock.....	484,900 00
Total amount now paid in of capital stock.....	956,900 00
Funded debt, as per last report.....	270,500 00
Total amount now of funded debt.....	270,500 00
Floating debt, as by last report.....	4,903 60
The amount now of floating debt, (expenses for Sept., 1862)	9,098 07
Total amount now of floating and funded debt.....	279,508 07
Average rate per cent. per annum, of interest on funded debt.....	8 per cent.
Date of each dividend—April 1, and October 1, 1862.	
Rate per cent. per annum of each dividend.....	4
Amount of capital on which the respective dividends were declared.....	881,900 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$1,126,573 80	\$1,128,687 05

Characteristics of Road.

Length of main line of road, from Chambersburg to Bridgeport, 51 miles; and 5 miles additional allowed by law for bridge from Bridgeport to Harrisburg—in all.....	56 miles.
Length of road laid.....	52 " "
Length of double track, including sidings.....	4½ " "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Roads leased by the company.....	Franklin road.
Number of engine houses and shops.....	2
Number of engines.....	12
Number of first class passenger cars, (rated as eight wheel cars,).....	8
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	4
Number of freight cars, (rated as eight wheel cars;) 67 eight wheel, and 10 four wheel.	
Number of iron bridges.....	1
Number of wooden bridges.....	3
Number of stone bridges.....	2
Number of railroads crossed at grade.....	1
Number of wood and water stations on main road.....	6
How is track laid, and on what foundation? On cross ties, and longitudinal stone ballast, two feet wide, one foot deep, clay filling.	

Doings of the year in Transportation, and total Miles Run.

The records of these facts were destroyed by fire.

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers—about.....	3 cents.
For first class way passengers—about.....	3 " "

Expenses.

Total expenditure for expenses and materials.....	\$120, 139 46
(Details cannot be furnished—the records having been destroyed by fire.)	

Payments other than for Construction.

For dividends.....	\$71, 073 50
For interest	21, 640 00

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$90,314 80
freight.....	144,252 64
mail transportation.....	5,200 00
interest.....	412 02
other sources, (rents,).....	348 00
Franklin railroad.....	15,032 57
Total.....	255,560 03

Accidents.

Killed, passengers.....	11
Injured, passengers.....	50

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

The only accident which occurred upon the road was on the 26th of September, 1862, near Bridgeport, about one mile from Harrisburg. The train was filled with soldiers—the Corn Exchange regiment of Pennsylvania volunteers, and others, there being about one thousand persons on the cars. The accident was caused by the collision of two trains, by which there were eleven soldiers killed and fifty others, more or less, injured. At the time this accident happened the Cumberland Valley railroad was not under the management or control of the officers of the company, and the cause of the accident was the collision of two trains whose agents could not see each other because of dense fog.

Names and Residence of Officers.

Directors.	Post office address.
JOSIAH BACON.....	PHILADELPHIA. PA.
THOMAS A. BIDDLE.....	PHILADELPHIA.
D. O. GHER.....	CHAMBERSBURG.
JOHN HULME.....	PHILADELPHIA.
W. M. HENDERSON.....	CARLISLE.
THOS. B. KENNEDY.....	CHAMBERSBURG.
H. J. LOMBEART.....	PHILADELPHIA.
WISTAR MORRIS.....	PHILADELPHIA.
E. C. KNIGHT.....	PHILADELPHIA.
THOMAS A. SCOTT.....	PHILADELPHIA.
EDMUND SMITH.....	PHILADELPHIA.
J. E. THOMSON.....	PHILADELPHIA.
FREDERICK WATTS, PRESIDENT.....	CARLISLE, PA.
E. M. BIDDLE, TREASURER AND SECRETARY.....	CARLISLE.
O. N. LULL, SUPERINTENDENT.....	CHAMBERSBURG.

(No. 12.)

✓ 47
DELAWARE, LACKAWANNA AND WESTERN.

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared C. R. Robert, President, and Andrew J. Odell, Treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) C. R. ROBERT, *President.*

A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this 30th day of December, 1862.

EDWIN F. COREY,

Commissioner for Pennsylvania in New York.

Stock and Debt.

Capital stock, as authorized by law—sufficient to complete road as originally intended.

Amount paid in, as by last report.....	\$5,288,782 50
Total amount now paid in of capital stock.....	5,293,552 50
Funded debt, as per last report.....	4,884,961 57
Total amount now of funded debt.....	4,917,641 57
Floating debt, as by last report—about.....	900,000 00
The amount now of floating debt—about.....	850,000 00
Total amount now of floating and funded debt.....	5,767,641 57
Average rate per cent. per annum, of interest on funded debt,	7 per cent.
No dividend made.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment, (cannot give the items separately,).....	\$8,912,937 38	\$8,957,723 64

Characteristics of Road.

Length of main line of road, from Great Bend to Delaware river.....	113 miles.
Length of road laid.....	113 "
Length of double track, including sidings—6 miles double track; 37 miles sidings, including track to mines.	

RAILROAD REPORT.

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Gauge of road.....	6 feet.
Weight of rail per yard on main track.....part 75, part	65 pounds.
Number of branch roads owned by company.....	None.
Roads leased by the company—none in Pennsylvania.	
Number of engine houses and shops—4 engine houses, and 2 machine shops.	
Number of engines.....	71
Number of first class passenger cars, (rated as eight wheel cars,) 15—average cost of each.....	\$2,000 00
Number of baggage, mail and express cars, (rated as eight wheel cars,) 5—average cost of each.....	1,200 00
Number of freight cars, (rated as eight wheel cars,) 148 house, and 231 platform—average cost of each.....	525 00
Number of coal cars, 4,160—average cost of each..	165 00
Number of iron bridges.....	None.
Number of wooden bridges.....	18
Number of stone bridges.....	26
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	20
Number of wood and water stations on main road.....water	15; wood 12
Value of real estate held by the company.....	Cannot say.
Number of tunnels, 3; length of each—one 2,280 feet; one 560 feet; one 700 feet.	
How is track laid, and on what foundation? 70 miles ballasted with stones and gravel; balance on natural earth.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	74,561
Number of miles run by freight trains.....	129,022
Number of miles run by coal trains.....	904,055
Number of through passengers for the year on main road.....	2,203
Number of passengers (all classes) carried in cars.....	69,970
Number of tons of 2,000 lbs. of through freight, for the year, on main road.....	9,966
Gross amount of tonnage for the year.....	1,316,892
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	8
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	62 tons.
Average weight in tons of freight trains, exclusive of freight,	160 "

Amount of Freight, specifying the quantity in tons.

Anthracite coal.....	1, 150, 114
Pig iron.....	1, 000
Railroad iron.....	13, 891
Other iron or castings.....	3, 000
Iron and other ores.....	42, 571
Lime and limestone.....	14, 489
Agricultural products.....	14, 328
Merchandise.....	14, 697
Manufactures.....	7, 482
Live stock.....	6, 451
Lumber.....	46, 182
Other articles.....	2, 687
Total tons.....	1, 316, 892

The rate of fare for Passengers, charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation	Freight and coal transportation.
Repairs of road bed and railway, including cost of iron.....	\$212,523 24	\$10,626 16	\$201,897 08
Repairs of buildings.....	12,883 44	644 17	12,239 27
Repairs of fences and gates.....	402 07	20 10	381 97
Taxes on real estate.....	2,583 88	129 19	2,454 69
Total.....	228,392 63	11,419 62	216,973 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$61,052 34	\$4,185 85	\$56,866 49
Repairs of passenger and baggage cars.....	6,977 67	6,977 67	
Repairs of freight cars.....	12,706 27		12,706 27
Repairs of coal cars.....	71,149 12		71,149 12
Repairs of tools and machinery in shops.....	8,085 75	550 83	7,534 92
* Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....			
Total.....	159,971 15	11,714 35	148,256 80

* Distributed among other accounts.

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight and coal transportation.
Office expenses, stationery, &c.....	\$16,793 97	\$339 69	\$15,954 28
Agents and clerks.....	11,353 17	567 65	10,785 52
Labor—loading and unloading freight.....	2,192 70	.....	2,192 70
Porters, watchmen and switch tenders.....	1,673 02	83 65	1,589 37
Wood and water station attendance.....	4,643 56	232 17	4,411 39
Conductors, baggage masters and brakemen.....	57,119 34	2,855 96	54,263 38
Engineermen and firemen.....	60,431 85	3,021 59	57,410 26
Fuel—cost of labor for preparing for use.....	166,723 96	8,336 19	158,387 77
Oil and waste for engines and tenders, passenger, baggage and freight cars,	28,337 83	1,416 89	26,920 94
Loss and damage of goods and baggage.....	2,408 95	.....	2,408 95
Damage to property, including damages by fire, and cattle killed on road...	942 30	.....	942 30
General superintendence.....	4,983 44	149 17	4,834 27
Contingencies.....	8,143 88		8,143 88
Total.....	365,747 97	17,502 96	348,245 01

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$78,627 73
freight.....	1,417,196 23
mail transportation.....	8,400 00
other sources... ..	1,137 82
Total	1,505,361 78

Payments other than for Construction.

For transportation expenses.....	\$754,111 75
For interest—about.....	410,000 00
—in addition to which we have paid 6 per cent. per annum on our stock, as authorized by the Legislature.	

Accidents.

KILLED—employees.....	3
“ others	1
Total.....	4
INJURED—passengers.....	2
“ employees.....	4
“ others	1
Total.....	7

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861.

- Oct. 28. Express passenger train struck a man (name unknown) while standing on the track, throwing him some distance, breaking his legs and otherwise seriously injuring him.
- Dec. 4. A brakeman named Murphy fell between cars while in motion ; slightly injured.

1862.

- Jan. 16. John Amey, a conductor on coal train, while engaged switching a car at Marshfield, was thrown upon the track, and the hind truck of engine tender passed over both of his legs, mutilating them badly, from which injury he died about five hours afterwards.

- Feb. 11. William Bailey, a brakeman, in attempting to jump on train while in motion, fell under the cars, the wheels passing over his legs, crushing and mangling them so that amputation was necessary. Died on the 13th inst.
- Mar. 12. John Austin, conductor of coal train, while uncoupling cars at Washington had his hand badly crushed.
- May 17. F. A. Smith, brakeman on coal train, fell between cars while uncoupling them—cars passed over both legs causing death in a few days.
- May 20. Express passenger train ran over a cow at Nicholson, throwing cars off track, slightly injuring two passengers, (names unknown,) and George Lyons, a brakeman.
- May 20. John Sise, a laborer on tie train, in endeavoring to jump on engine fell, and was slightly wounded in the back.
- Aug. 20. An engine ran over and killed a child at No. 6.

Names and Residence of Officers.

Directors.	Post office address.
DRAKE MILLS.....	NEW YORK CITY.
JOHN J. PHELPS.....	NEW YORK CITY.
WILLIAM E. DODGE.....	NEW YORK CITY.
MOSES TAYLOR.....	NEW YORK CITY.
GEORGE BULKLEY.....	NEW YORK CITY.
JOHN J. BLAIR.....	BLAIRSTOWE, N. J.
HENRY YOUNG.....	NEW YORK CITY.
CHAS. H. MARSHALL.....	NEW YORK CITY.
AMUEL L. MITCHELL.....	NEW YORK CITY.
RUFUS R. GRAVES.....	NEW YORK CITY.
LOWELL HOLBROOK.....	NEW YORK CITY.
S. B. CHITTENDEN.....	NEW YORK CITY.
SAMUEL WETMORE.....	NEW YORK CITY.
CHRISTOPHER R. ROBERT, PRESIDENT.....	NEW YORK CITY.
ANDREW J. ODELL, TREASURER AND SECRETARY.....	NEW YORK CITY.
JOHN BRISBIN, SUPERINTENDENT.....	SCRANTON, PA.

(No. 13)

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DELAWARE AND HUDSON CANAL COMPANY.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared Geo. Talbot Olyphant, President, and Isaac N. Seymour, Treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) GEO. TALBOT OLYPHANT, *President.*
 ISAAC N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this 26th day of December, 1862.
 JOSEPH C. LAWRENCE, *Notary Public.*

Stock and Debt.

Amount of stock subscribed.....	\$7,500,000 00
Amount paid in as by last report.....	7,500,000 00
Total amount now paid in of capital stock.....	7,500,000 00
(Represented by canal and other property, as well as by railroad.)	
No railroad debt of any kind.	
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend—June and December of each year.	
Rate per cent. per annum of each dividend— $3\frac{1}{2}$ per cent., in December and June last.	
Amount of capital on which the respective dividends were declared.....	7,500,000 00

Cost of Road and Equipment.

Total cost of road and equipment, by present report.....	\$1,907,654 72.
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Characteristics of Road.

Length of main line of road, from Honesdale to Providence....	30 miles.
Length of road laid.....	30 "
Length of double track, including sidings.....	29 "
Gauge of road.....	$4\frac{1}{2}$ ft.
Weight of rail per yard on main track.....	40 lbs.

Number of engine houses and shops—1 locomotive house and 3 shops.

Number of engines—4 locomotives, 19 stationary engines, 3 water and 4 gravity planes.

Number of first class passenger cars, (rated as eight wheel cars,) 4—average cost of each..... \$475 00

Number of baggage, mail and express cars, (rated as eight wheel cars,) 3—average cost of each..... 200 00

Number of freight and coal cars, (rated as eight wheel cars,) about 1,850—average cost of each..... 140 00

Number of wooden bridges..... 12

Number of railroads crossed at grade..... 1

How is track laid, and on what foundation? On cross ties on gravel bed.

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains..... 16,800

Number of through passengers for the year on main road..... 8,297

Number of passengers (all classes) carried in cars..... 17,052

Number of tons, of 2,000 pounds, of through freight, for the year, on main road, (estimated to December 1)..... 842,870

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)..... 12

Av'ge rate of speed adopted by express trains, including stops, 15

Av'ge rate of speed adopted by freight trains, including stops, 10

The amount of freight, specifying the quantity in tons.

Other articles—coal..... 842,870 tons.

The rate of fare for Passengers charged for the respective classes per mile; as follows:

For first class through passengers..... 3 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway..... \$59,587 62

Repairs of buildings..... 5,035 03

Taxes on real estate, &c..... 6,395 64

Total..... 71,018 29

RAILROAD REPORT.

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Repairs of Machinery.

Repairs of engine, tenders and machinery.....	\$49,853 11
Repairs of freight cars, including coal cars.....	63,634 57
Total.....	<u>113,487 68</u>

Operating the Road.

Total expenses.....	<u>\$114,736 62</u>
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NOTE.—The above amounts are partly estimated.

Receipts from all Sources.

Receipts from passengers, from Dec. 1, 1861, to Nov. 1, 1862,	\$8,346 05
freight, (estimated,).....	4,500 00
Total.....	<u>12,846 05</u>

Names and Residence of Officers.

Directors.	Post office address.
WM. S. HERRIMAN.....	NEW YORK CITY.
CHAS. N. TALBOT.....	NEW YORK CITY.
EDWARD J. WOOLSEY.....	NEW YORK CITY.
GEO. TALBOT OLYPHANT.....	NEW YORK CITY.
ROBERT RAY.....	NEW YORK CITY.
SAMUEL B. SCHIEFFELIN.....	NEW YORK CITY.
ABIEL A. LOW.....	NEW YORK CITY.
ROBERT L. KENNEDY.....	NEW YORK CITY.
JOHN SCHENCK.....	NEW YORK CITY.
JAMES M. HALSTED.....	NEW YORK CITY.
LEGRAND B. CANNON.....	NEW YORK CITY.
JOHN L. ASPINWALL.....	NEW YORK CITY.
JOHN J. CRANE.....	NEW YORK CITY.
G. TALBOT OLYPHANT, PRESIDENT.....	NEW YORK CITY.
ISAAC N. SEYMOUR, TREASURER.....	NEW YORK CITY.
JAMES C. HART, SECRETARY.....	NEW YORK CITY.
CHAS. P. WURTZ, SUPERINTENDENT.....	CARBONDALE, PA.

(No. 14.)

DONALDSON IMPROVEMENT AND RAILROAD COMPANY.

OFFICE OF THE DONALDSON IMPROVEMENT
AND RAILROAD COMPANY,
Washington Buildings, Philadelphia Nov. 28, 1862.

THOMAS E. COCHRAN, *Auditor General:*

DEAR SIR:—The only railroad owned by the "Donaldson Improvement and Railroad Company," that will accommodate steam power, is at Middle Creek, Schuylkill county, and does not exceed two hundred yards in length, connecting a breaker with the Mine Hill and Schuylkill Haven railroad company's road—the latter company use and work the road, and the tonnage, &c., will be found included in their report.

Respectfully yours,

ALBERT B. ECHEL, *Treasurer.*

(No. 15.)

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
 Berks county, }

Personally appeared Edward M. Clymer, President, and William M. Hiester, Treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) EDWARD M. CLYMER, *President.*
 WM. M. HIESTER, *Treasurer.*

Sworn and subscribed before me this 2d day of December, 1862.

GEO. D. STITZEL, *Associate Judge.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	492,400 00
Amount paid in as by last report.....	490,700 00
Total amount now paid in of capital stock.....	492,190 00
Funded debt as per last report.....	568,500 00
Total amount now of funded debt.....	598,500 00
Floating debt, as by last report.....	27,611 82
The amount now of floating debt.....	27,478 39
Total amount now of floating and funded debt.....	625,878 39
Average rate per cent. per annum, of interest on funded debt,	<u>7 per cent.</u>

Cost of Road and Equipment.

	By last report.	By present rep't.
For graduation, masonry and bridges.....	\$452,490 19	\$456,153 08
Superstructure, including iron.....	336,926 93	336,926 93
Passenger and freight stations, buildings and fixtures.....	11,464 66	13,875 82
Engine and car houses, machine shops, machinery and fixtures.....	1,461 62	1,773 37
Land, land damages and fences.....	31,277 49	37,688 76
Locomotives and fixtures, and snow plows.....	53,700 00	63,990 50
Passenger and baggage cars.....	7,250 00	7,250 00
Freight and other cars.....	33,860 14	34,004 73
Engineering and agencies.....	26,698 28	26,698 28
Total cost of road and equipment.....	955,129 31	978,361 47

Characteristics of Road.

Length of main line of road, from Reading to Allentown.....	35.8 miles.
Length of road laid.....	35.8 "
No double track.	
Gauge of road.....	4.71 feet.
Weight of rail per yard on main track.....	52 and 57 lbs.
Number of branch roads owned by company—one, from Temple, on E. P. R. R., to Tuckerton, on Philadelphia and Reading railroad.	
Number of engine houses and shops.....	2 engine houses, 1 shop,
Number of engines, (first class).....	7
Number of first class passenger cars, (rated as eight wheel cars)	3
Number of baggage, mail and express cars, (rated as eight wheel cars).....	1
Number of freight cars, (rated as eight wheel cars).....	67
Number of wooden bridges.....	6
Number of stone bridges.....	9
Number of depots on main road.....	10
Number of wood and water stations on main road.....	3
Value of real estate held by the company.....	None held.
No tunnels.	
How is track laid, and on what foundation? On eight feet cross ties, two feet apart, on broken stone ballast.	

RAILROAD REPORT.

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Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains.....	67,578
Number of miles run by freight trains.....	63,024
Number of through passengers, for the year, on main road. }	88,795
Number of passengers (all classes) carried in cars..... }	
Number of tons of 2,000 lbs. of through freight, for the year, on main road.....	47,454 $\frac{3}{10}$
Gross amount of tonnage for the year.....	172,709 $\frac{1}{10}$
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	22
Average rate of speed adopted by express trains, including stops	30
Average rate of speed adopted by freight trains, including stops, local freight 9 miles through freight 15 miles.	

The amount of Freight, specifying the quantity in tons.

Anthracite coal.....	24,460 $\frac{8}{10}$
Bituminous coal.....	4,817 $\frac{7}{10}$
Pig iron, railroad iron and other iron or castings.....	15,549 $\frac{10}{10}$
Iron and other ores.....	69,114 $\frac{11}{10}$
Lime and limestone, agricultural products, merchandise, man- ufactures.....	16,370 $\frac{11}{10}$
Live stock.....	28,583 $\frac{9}{10}$
Lumber.....	4,224 $\frac{13}{10}$
Other articles.....	9,588 $\frac{13}{10}$
Total	172,709 $\frac{1}{10}$

The rate of fare for Passengers, charged for the respective classes, per mile as follows:

For first class through passengers.....	2 $\frac{1}{2}$ cents.
For first class way passengers.	3 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Total cost.....	\$14,785 68
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Repairs of Machinery.

Total cost.....	11,797 11
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EAST PENNSYLVANIA

Operating the road.

Total cost.....	48,156 31
Total expenses.....	74,739 10

Receipts from all Sources.

Receipts from passengers.....	\$60,310 39
freight.....	109,707 64
mail transportation.....	1,800 00
Other sources.....	1,575 11
Total.....	173,393 14

Payments other than for Construction.

For transportation expenses.....	\$74,739 10
For interest.....	43,811 49
For other payments.....	19,981 70
Total.....	138,532 29

Accidents.

Employees—killed, one; John Link, track repairman.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

John Link, killed near Bower station; cause, leaving bar on track on the approach of passenger train, then stepped on track in front of engine to remove bar when he was struck by engine and killed immediately—10.15 A. M., December 16, 1861.

Names and Residence of Officers.

Directors.	Post office address.
MORATIO TREXLER.....	READING, PA.
HIESTER CLYMER.....	READING, PA.
WILLIAM H. CLYMER.....	READING, PA.
C. H. HUNTER.....	READING, PA.
GEO. E. FRILL.....	READING, PA.
ISAAC ELY.....	READING, PA.
EDWARD BROOKE.....	BIRDSBORO'.
E. K. ALBURTIS.....	NEW YORK CITY.
EDWARD M. CLYMER, PRESIDENT.....	READING, PA.
WILLIAM M. HIESTER, TREASURER AND SECRETARY.....	READING, PA.
EDWARD M. CLYMER, SUPERINTENDENT.....	READING, PA.

(No. 16.)

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Thomas Kimber, Jr., President, and William C. Longstreth, Treasurer, of the Elmira and Williamsport railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) THOS. KIMBER, JR., *President.*
 WM. C. LONGSTRETH, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1862.

JAMES M'CAHEN, J. P.

Stock and Debt.

Capital stock, as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt as per last report.....	1,000,000 00
Total amount now of funded debt.....	1,000,000 00
Floating debt, as by last report.....	72,840 37
The amount now of floating debt.....	42,155 43
Total amount now of floating and funded debt.....	1,042,155 43
Average rate per cent. per annum, of interest on funded debt,	7 per cent.
No dividend ever made.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$2,136,036 88	\$2,083,607 35

The road was purchased in a complete and finished condition, but does not own its rolling stock, which is furnished by other parties.

Characteristics of Road.

Length of main line of road, from Williamsport to Elmira....	78 miles.
Length of road laid.....	78 "
Length of double track, including sidings.....	8½ "

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	2
Number of engines.....	16
Number of first class passenger cars, (rated as eight wheel cars,) 8; average cost of each.....	\$2,000 00
Number of baggage, mail and express cars, (rated as eight wheel cars,) 3; average cost of each.....	800 00
Number of freight cars, (rated as eight wheel cars,) 96—average cost of each.....	600 00
Number of coal cars, 700—average cost of each.....	180 00
Number of iron bridges.....	None.
Number of wooden bridges.....	26
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of depots on main road.....	5
Number of wood and water stations on main road.....	8
Number of tunnels.....	None.
How is track laid, and on what foundation? Mostly gravel.	

Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains.....	103,024
Number of miles run by freight trains..... 54,941 }	124,064
Number of miles run by coal trains..... 69,123 }	
Number of through passengers for the year on main road.....	58,646
Number of passengers (all classes) carried in cars.....	79,944
Number of tons of 2,000 lbs. of through freight, for the year on main road	125,065
Gross amount of tonnage for the year.....	149,538
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	21
Average rate of speed adopted by express trains, (including stops)	25
Average rate of speed adopted by freight trains, (including stops,).....	12
Average weight in tons of passenger trains, exclusive of passengers and baggage	25
Average weight in tons of freight trains, exclusive of freight,	80

RAILROAD REPORT.

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Amount of Freight, specifying the quantity in tons.

Anthracite coal.....	74,486 tons.
Bituminous coal.....	2,010 "
Pig iron.....	6,133 "
Railroad iron.....	5,681 "
Agricultural products.....	21,608 "
Merchandise.....	4,077 "
Manufactures.....	2,556 "
Live stock.....	4,000 "
Lumber.....	16,086 "
Other articles.....	12,901 "
Total.....	<u>149,538 "</u>

*The rate of fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	2 ²⁷ / ₁₀₀ cents.
For first class way passengers.....	3 "
For second class through passengers.....	<u>1¹⁶/₁₀₀ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass transportation.	Freight transport'n.
Repairs of road bed and railway, including re-rolled iron.....	\$37,947 59	\$15,900 00	\$22,047 59
Repairs of buildings and bridges.....	9,028 96	3,300 00	5,728 96
Repairs of fences and gates.....	381 07	181 07	200 00
Taxes on real estate.....	2,436 49	1,436 00	1,000 49
Total.....	49,794 11	20,817 07	28,977 04
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$12,464 60	\$3,351 02	\$9,113 58
Repairs of passenger and baggage cars.....	4,222 87	4,222 87	.....
Repairs of freight and coal cars.....	20,905 71	.....	20,905 71
Repairs of tools and machinery in shops.....	604 38	354 38	250 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,.....	6,244 54	2,000 00	4,244 54
Total.....	44,442 10	9,928 27	34,513 83

RAILROAD REPORT.

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EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pas. transportation	Freight transport'n.
Office expenses, stationery, &c.....	\$1,564 73	\$600 00	\$964 73
Agents and clerks.....	6,971 73	3,971 73	3,000 00
Telegraph expenses.....	427 86	200 00	227 86
Labor—loading and unloading freight.....			
Porters, watchmen and switch tenders.....			
Wood and water station attendance.....	10,775 98	3,775 98	7,000 00
Conductors, baggage masters and brakemen.....			
Engineermen and firemen.....	9,257 82	3,001 69	6,255 83
Fuel—cost of labor for preparing for use.....	8,927 55	3,525 00	5,402 55
Oil and waste for engines and tenders, passenger, baggage and freight cars,	17,763 01	7,763 01	10,000 00
Train incidentals.....	5,079 85	1,061 18	4,018 67
Loss and damage of goods and baggage.....	2,293 37	1,000 00	1,293 37
Rent and allowance for use of cars.....	892 41	.....	892 41
Earnings refunded.....	13,232 13	4,541 91	8,690 22
Rent of connecting roads.....	1,888 53	613 41	1,275 12
General superintendence.....	288 56	166 83	121 73
Contingencies, including salaries of officers, law expenses and stationery at Philadelphia office.....	5,279 17	2,200 00	3,079 17
	14,942 13	6,942 13	8,000 00
Total.....	99,584 83	39,363 17	60,221 66

ELMIRA AND WILLIAMSPORT

Receipts from all Sources.

Earnings from passengers and troops.....	\$122,046 82
freight, including coal.....	178,183 52
mail transportation.....	11,550 00
other sources—express, use of cars on other roads, &c.....	36,042 30
Total.....	<u>347,822 64</u>

Payments other than for Construction.

For transportation expenses.....	\$193,821 04
For interest.....	80,341 57
For rent of chattles.....	20,501 00
Total.....	<u>294,663 61</u>

Accidents.

There has been no accident occasioning loss of life, or of limbs, during the past year.

Names and Residence of Officers.

Directors.	Post office address.
ELLIS LEWIS.....	PHILADELPHIA, PA.
WILLIAM D. LEWIS.....	PHILADELPHIA.
JOHN FARNUM.....	PHILADELPHIA.
ROBERT J. MERCER.....	PHILADELPHIA.
THEODORE F. RANDOLPH.....	NEW YORK CITY.
ALEXANDER S. DIVEN.....	ELMIRA, N. Y.
THOS. KIMBER, Jr., PRESIDENT.....	PHILADELPHIA.
WM. C. LONGSTRETH, TREASURER AND SECRETARY.....	PHILADELPHIA.
H. A. FONDA, SUPERINTENDENT.....	WILLIAMSPORT.

(No. 17.)

ERIE AND NORTH-EAST.

STATE OF PENNSYLVANIA, } ss:
Erie County,

Personally appeared John A. Tracy, President, and George W. Walker, Treasurer pro tem, of the Erie and North East railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) JOHN A. TRACY, *President.*
GEO. W. WALKER, *Treasurer.*

Sworn and subscribed before me, this 24th day of November, 1862.

JOHN SWEENEY, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt as per last report.....	400,000 00
Total amount now of funded debt.....	400,000 00
Average rate per cent. per annum, of interest on funded debt,	7 per cent.
Date of each dividend.....	Feb. 15, and Aug. 15.
Rate per cent. of each dividend.....	5 per cent.
Am't of capital on which the respective dividends were declared	<u>600,000 00</u>

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	<u>\$700,000 00</u>	<u>\$700,000 00</u>

Characteristics of Road.

Length of main line of road, from Erie to State line.....	18½ miles.
Gauge of road.....	40½ feet.
Weight of rail per yard on main track.....	56 & 60 lbs.
Number of engine houses and shops.....	1
Number of wooden bridges.....	5
Number of stone bridges.....	2
Number of railroads crossed at grade.....	1

Number of depots on main road.....	3
Number of wood and water stations on main road.....	3
How is track laid, and on what foundation? Gravel and ties.	

NOTE.—This road is operated by the Buffalo and State Line railroad company.

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	37,615
Number of miles run by freight trains.....	88,875
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	554,749
Gross amount of tonnage for the year.....	554,749
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, (including stops)—miles per hour.....	28
Average rate of speed adopted by freight trains, (in cluding stops)—miles per hour.....	10
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	75
Average weight in tons of freight trains, exclusive of freight,	200

The amount of freight, specifying the quantity in tons.

Agricultural products.....	34,006
Merchandise	94,315
Manufactures.....	53,326
Live stock.....	194,664
Lumber.....	23,244
Other articles.....	44,518
Total.....	444,073

The rate of Fare for Passengers charged for the respective Classes per mile, as follows:

For first class through passengers.....	2 ⁷ / ₁₀ cents.
For first class way passengers.....	3 " "
For second class through passengers.....	1 ⁶ / ₁₀ " "
For emigrant through passengers.....	1 ² / ₁₀ " "

Expenses.

Run in connection with Buffalo and State Line railroad company. No separate account kept.

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Receipts from all Sources.

Receipts from passengers.....	\$97,894 67
Do.....freight.....	225,635 61
Total.....	<u>223,530 28</u>

Payments other than for Construction.

For transportation expenses.....	\$189,704 67
For dividends.....	60,000 00
For interest.....	28,000 00
Total.....	<u>277,704 67</u>

Accidents.

Employees—injured, 2; others—killed, 1; total—killed, 1; injured, 2.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861.

Oct. 18. Boy named Frank Ross, about seven years of age, was killed in the yard at Erie by freight train, switching cars.

Nov. 28. L. L. Sweetland, brakeman, fell from Erie bridge and was injured, but not seriously.

1862.

Jan. 7. A. Shaw, yardman, jammed his hand in Erie yard, coupling cars.

Names and Residence of Officers.

Directors.	Post office address.
JOHN A. TRACY.....	ERIE, PA.
JOHN H. WALKER.....	ERIE, PA.
PRESCOTT METCALF.....	ERIE, PA.
WILLIAM L. SCOTT.....	ERIE, PA.
DEAN RICHMOND.....	BATAVIA, N. Y.
GEORGE PALMER.....	BUFFALO, N. Y.
CHARLES H. LEE.....	SILVER CREEK, N. Y.
JOHN A. TRACY, PRESIDENT.....	ERIE, PA.
JOHN H. WALKER, TREASURER AND SECRETARY.....	ERIE, PA.
R. A. BROWN, SUPERINTENDENT.....	BUFFALO, N. Y.

(No. 18.)

ERIE AND PITTSBURG.

ERIE, PA., November 28, 1862.

THOS. E. COCHRAN, ESQ., *Auditor General, Harrisburg, Pa. :*

SIR :—Your communication, enclosing blank forms for railroad reports, has been duly received.

. The Erie and Pittsburg railroad is now in the course of construction by the Erie and North East railroad, according to an act of the Legislature. Stock books were never opened by the company.

By an arrangement made during the past summer the road is now progressing to final completion, and the stock and bonded debt, according to the arrangement referred to above, is dependent on certain conditions on completion of the work, and it is impossible at this time to fill out the report so as to show the true condition of the road, or what it may be in a short time.

The business on that portion of the line in use has been done by one engine, and no account that would enable me to furnish the information desired, has been kept. It is for the above reasons, sir, that I am unable to comply with the requirements of the law, and to make a report that would show the true condition of the company at present.

I would add, that a report of the stock issued, and its market value, will be duly mailed you.

If the explanations given are not, in your opinion, satisfactory for not complying with the law, I will make such a report as the information I have will afford.

I am sir,

Very respectfully,

Your obedient servant,

JOHN A. TRACY,

President of E. and P. R. R. Co.

(No. 19.)

EAST MAHANÓY.

EAST MAHANÓY RAILROAD COMPANY, }
Philadelphia, January 8, 1863. }

THOS. E. COCHRAN, ESQ., *Auditor General, Harrisburg:*

DEAR SIR:—In reply to your favor of yesterday, calling for a report from this company, under the act of April 4, 1859, I have to state, that the East Mahanoy railroad is not yet in operation, its tunnel through the Broad mountain being still unfinished and impassable.

Scrip certificates are all that have yet been issued, and no dividends have been declared.

I am very respectfully yours,

DAVID R. BENNETT, *President.*

(No. 20.)

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, } ss:
Chester County,

Personally appeared John Cornog, President, and John G. Lewis, Treasurer, of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN CORNOG, *President.*
 JOHN G. LEWIS, *Treasurer.*

Sworn and subscribed before me, this 29th day of December, 1862.

SYLVESTER GAVITT, *J. P.*

John Cornog was affirmed and subscribed before me, this 1st day of December, 1862.

WILLIAM ROGERS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law, (with privilege to increase to \$500,000,).....	\$250,000 00
Amount of stock subscribed.....	91,150 00
Total amount now paid in of capital stock.....	88,500 00
Total amount now of funded debt.....	152,000 00
The amount now of floating debt.....	17,000 00
Total amount now of floating and funded debt.....	169,000 00
Average rate per cent. per annum, of interest on funded debt,	7 per cent.

Cost of Road and Equipment.

For graduation, masonry and bridges (by present report)....	\$87,000 00
Superstructure, including iron.....do.....	150,514 22
Land, land damages and fences.....do.....	8,480 00
Total cost of road.....	245,994 22

Characteristics of Road.

Length of main line of road, from Downingtown to Waynesburg.....	17½ miles.
Length of road laid... .	17½ "

RAILROAD REPORT.

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Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Number of engine houses and shops.....	1
Number of wooden bridges.....	9
Number of depots on main road.....	7
Number of wood and water stations on main road.....	1 water.
Value of real estate held by the company.....	\$500 00
How is track laid, and on what foundation? T rail on cross ties laid on broken stone.	

NOTE.—This road is leased to the Pennsylvania railroad company, and you are referred to their report for particulars as to the equipment.

Payments other than for Construction.

For interest.....	\$7,642
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Names and Residence of Officers.

Directors.	Post office address.
JOHN WOOD.....	CONSHOHOCKEN, PA.
CHARLES DOWNING.....	DOWNTOWN.
JOSEPH M. M'CLURE, M. D.....	DOWNTOWN.
A. R. M'ILVAIN.....	BRANDYWINE MANOR.
JAMES MOORE.....	WALLACE.
LEONARD T. ROBERTS.....	LOAGS.
GEORGE W. WERTZ.....	HONEYBROOK.
SAMUEL JONES.....	ROCKVILLE.
JOSEPH DAVIS.....	HONEYBROOK.
WILLIAM MORTON.....	HONEYBROOK.
WM. P. BACHMAN.....	HONEYBROOK.
JAMES M'CLUNE.....	PHILADELPHIA.
JOHN CORNOG, PRESIDENT.....	WALLACE.
JOHN G. LEWIS, TREASURER.....	HONEYBROOK.
A. R. M'ILVAIN, SECRETARY.....	BRANDYWINE MANOR.

FAYETTE COUNTY

(No. 21.)

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, } ss:
 Fayette County, }

Personally appeared Nathaniel Ewing, President, and Armstrong Hadden, Treasurer, of the Fayette County railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) NATHANIEL EWING, *President.*
 ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this 21st day of November, 1862.
 T. B. SEARIGHT, *Prothonotary.*

Stock and Debt.

Capital stock, as authorized by law, originally, under act of 1857, \$750,000; under present organization the capital stock is fixed at.....	\$107,400 00
Amount of stock subscribed, originally, about.....	100,000 00
Total amount now paid in of capital stock, originally, about...	90,000 00
Total amount now of funded debt.....	None.
The amount now of floating debt—of the present company, nothing; old company about.....	2,000 00
Total amount now of floating and funded debt—of the present company, nothing; old company about.....	2,000 00
No dividends ever made.	

Cost of Road and Equipment.

We have no means at present of answering these questions.

Characteristics of Road.

Length of main line of road, from Uniontown to Connellsville,	12½ miles.
Length of road laid.....	12½ "
Sidings—about.....	1,000 feet.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of branch roads owned by company.....	None.

RAILROAD REPORT.

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Number of engine houses and shops.....	One of each.
No engines or cars.	
One truss bridge over the Youghiogheny river ; eight framed bridges over other streams ; ten chords or unframed.	
Number of depots on main road.....	2
Number of wood and water stations on main road—one water ; wood, when needed, is gotten at the road side as convenient.	
Value of real estate, held by the company—supposed about \$1,000 00, exclusive of buildings ; the contract price of which was.....	1,500 00
How is track laid, and on what foundation ? On hewed and sawed cross ties about two feet two inches from center to center, bedded on nine inches of broken stone, and filled between with broken stone.	

Doings of the year in Transportation, and total miles run.

This must be answered by the Pittsburg and Connellsville railroad company.

The rate of fare for Passengers, charged for the respective classes, per mile, as follows :

All passengers are charged alike—nearly 4 cents a mile, except when they pass over the Pittsburg and Connellsville railroad—then about.....	<u>3½ cents.</u>
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EXPENSES.

Maintaining the Road.

The Pittsburg and Connellsville railroad company, by their lease, are bound to keep the road in repair.

NOTE.—The Fayette County railroad company was at September term, 1862, sold on *levari facias* issued on judgment on mortgage, and bought by a number of the original stockholders, who organized under the act of 1861, a certificate of which is filed with the Secretary of the Commonwealth.

The road had previously been rented, with the assent of the bond holders, to the Pittsburg and Connellsville railroad company for three years from the first day of November, 1861 ; about which time the rolling stock previously owned by the Fayette County railroad company, which had been previously sold under execution, was transferred by the purchaser to the Pittsburg and Connellsville railroad company.

FAYETTE COUNTY

It will be seen by this statement, that the present company (which has assumed the old name) can answer but very few of the questions proposed in this sheet. The material information must be obtained from the Pittsburg and Connellsville railroad company, which has run the road since November 1, 1861.

N. EWING

Names and Residence of Officers.

Directors.	Post office address.
ISAAC BEESON.....	UNIONTOWN, PA.
ALFRED PATTERSON.....	UNIONTOWN.
SAMUEL A. GILMORE.....	UNIONTOWN.
JACOB MURPHEY.....	UNIONTOWN.
ARMSTRONG HADDEN.....	UNIONTOWN.
JOHN HUSTON.....	UNIONTOWN.
N. EWING, PRESIDENT.....	UNIONTOWN.
ARMSTRONG HADDEN, TREASURER.....	UNIONTOWN.
WILLIAM H. BAILY, SECRETARY.....	UNIONTOWN.

(No. 22.)

GRASSY ISLAND COAL AND RAILROAD CO.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared H. S. Pierce, President, and A. N. Meylert, Treasurer, of the Grassy Island coal and railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) H. S. PIERCE, *President.*
A. N. MEYLERT, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1862.

B. JAY, J. P.

Stock and Debt.

Capital stock, as authorized by law..... \$1,000,000 00
Amount of stock subscribed..... 375,969 10
Total amount now paid in of capital stock..... 355,650 00
No debt and no dividends.

REMARKS.—The Grassy Island coal and railroad company own a tract of coal land in Blakeley township, Luzerne county, and the road bed of the Lackawanna railroad company, running from Jessup to Greenville, together with some other property and effects of the late Lackawanna railroad company, but are not, and have not been, operating or working their coal, and have not operated the railroad, and have recently taken up and removed the iron from the track.

Names and Residence of Officers.

Directors.	Post office address.
WILLIAM JESSUP.....	MONTROSE, PA.
BENJAMIN S. BENTLEY.....	MONTROSE.
JOHN TORREY.....	HONESDALE.
H. S. PIERCE.....	CARBONDALE.
A. N. MEYLERT.....	SCRANTON.
JOSEPH H. SCRANTON.....	SCRANTON.
GEORGE DICKSON.....	SCRANTON.
ALFRED HAND.....	SCRANTON.
BENJAMIN T. REED.....	BOSTON, MASS.
H. S. PIERCE, PRESIDENT.....	CARBONDALE, PA.
A. N. MEYLERT, TREASURER.....	SCRANTON, PA.
ALFRED HAND, SECRETARY.....	SCRANTON, PA.

(No. 23.)

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Michael V. Baker, President, and George Taber, Treasurer, of the Harrisburg, Portsmouth, Mount Joy and Lancaster railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) MICHAEL V. BAKER, *President.*
 GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this 17th day of November, 1862.

JAMES M'CAHEN, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,182,500 00
Amount paid in as by last report.....	1,182,500 00
Total amount now paid in of capital stock.....	1,182,500 00
Funded debt, as per last report.....	700,000 00
Total amount now of funded debt.....	700,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	700,000 00
Average rate per cent. per annum, of interest on funded debt.....	6 per cent.
Date of each dividend—January 10, and July 10, 1862.	
Rate per cent. per annum of each dividend, (fixed rate,)....	7 “
Amount of capital on which the respective dividends were declared.....	1,182,500 00

Cost of Road and Equipment.

	By present report.
For graduation, masonry, bridges, superstructure, (including iron,) passenger and freight stations, buildings and fixtures, engine and car houses, machine shops, land, land damages and fences, (including all real estate).....	\$1,882,550 00
Total cost of road and real estate.	1,882,550 00

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Characteristics of Road.

Length of main line of road, from Lancaster to Harrisburg. .	36 miles.
Length of road laid, main road 36 ; branch 18.....	54 "
Length of double track, (including sidings,) double track 10, sidings 7.....	17 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Number of branch roads owned by company, 1—from Colum- bia to Middletown.....	18 miles.
Number of engine houses and shops.....	1
Number of iron bridges—one at Middletown, and part of one at Conawago.	
Number of wooden bridges.....	10
Number of depots on main road.....	1
Number of tunnels, 2 ; length of each—one 900 feet, the other	200 feet.
How is track laid, and on what foundation ? Main road on cross ties—26 miles broken stone, 10 miles gravel ; branch road on cross ties—15 miles broken stone, 3 miles gravel.	

Payments other than for Construction.

Total amount of surplus fund.....	\$16,000 00
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Names and Residence of Officers.

Directors.	Post office address.
MICHAEL V. BAKER.....	PHILADELPHIA. PA
WILLIAM FORD.....	PHILADELPHIA.
ALGERNON S. ROBERTS.....	PHILADELPHIA.
JOHN HOLMES, M. D.....	PHILADELPHIA.
JAMES MAGEE.....	PHILADELPHIA.
ROBERT V. MASSEY.....	PHILADELPHIA.
WILLIAM W. LONGSTRETH.....	PHILADELPHIA.
JAMES MEHAFFEY.....	MARIETTA.
JOSHUA B. LIPPENCOTT.....	PHILADELPHIA.
JAMES YOUNG.....	MIDDLETOWN.
THOMAS SPARKS.....	PHILADELPHIA.
JOHN HULME.....	PHILADELPHIA.
MICHAEL V. BAKER.....	PRESIDENT.
GEORGE TABER.....	TREASURER AND SECRETARY.

(No. 24.)

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared L. T. Wattson, President, and J. P. Aertsen, Treasurer, of the Huntingdon and Broad Top Mountain railroad and coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) L. T. WATTSON, *President.*
J. P. AERTSEN, *Treasurer.*

Sworn and subscribed before me, this 12th day of January, 1863.

JAMES M'CAHEN, J. P.

Stock and Debt.

Capital stock, as authorized by law, \$800,000, and preferred stock, \$300,000.

Amount of stock subscribed, 10,999 shares capital, and 3,869 shares preferred.

Amount paid in, as by last report, \$425,460 97 capital stock, and \$82,850 preferred stock.

Total amount now paid in of capital stock, \$425,610 97 capital stock, and \$145,350 00 preferred stock.

Funded debt, as per last report, \$1,140,262 50.

To a amount now of funded debt, \$1,150,000 00, bonds; mine loan \$1,150,000 00, and funded coupons \$163,030 00, equal to \$1,313,030 (less bonds)—unsold, \$147,000 00 = \$1,166,030 00.

Floating debt, as by last report, \$172,039 00.

The amount now of floating debt, \$289,153 00, (less bonds on hand, \$147,000 00) = \$142,153 00.

Average rate per cent. per annum, of interest on funded debt—7 per cent. on bonds and 6 per cent. on funded coupons.

Cost of Road and Equipment.

Balance of construction and equipment account on books as by last report.....	\$1,358,179 33
Balance of construction and equipment account on books as by present report.....	<u>1,423,481 31</u>

(All included in construction and equipment account.)

RAILROAD REPORT.

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Characteristics of Road.

Length of main line of road, from Huntingdon to Hopewell,	31 miles.
Length of road laid (all sidings).....	3 $\frac{3}{4}$ "
Length of double track.....	none.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 & 56 lbs.
Number of branch roads owned by company.....	3
(Shoup's run, Six Mile run and Sandy run; length 19 $\frac{1}{4}$ miles.)	
Number of engine houses and shops.....	5 engine houses, 1 shop.
Number of engines.....	11
Number of first class passenger cars—rated as eight wheel cars—(average cost of each, \$1,800).....	
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$1,250).....	
Number of freight cars, (rated as eight wheel cars) Furnished by other roads.	
Number of coal cars (average cost of each \$185).....	100
Number of iron bridges.....	none.
Number of wooden bridges.....	40
Number of stone bridges.....	None.
Number of depots on main road.....	5
Number of wood and water stations on main road.....	8
Number of tunnels.....	None.
How is track laid, and on what foundation? On sand stone ballast, and substantial white oak cross ties.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	29,867
Number of miles run by freight and coal trains.....	121,117
Number of through passengers for the year on main road.....	10,957
Number of passengers (all classes) carried in cars.....	22,271
Number of tons, of 2,000 pounds, of through freight, for the year, on main road, and gross amount of tonnage for the year,	321,079
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	15
Average rate of speed adopted by freight trains, including stops,	8
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	39 tons.
Average weight in tons of freight trains, exclusive of freight,	154 "

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	10
Bituminous coal.....	314,895
Pig iron.....	18
Railroad iron.....	241½
Other iron or castings.....	547
Lime and limestone.....	250
Agricultural products.....	20
Merchandise.....	4,002½
Manufactures.....	5
Lumber.....	1,090½
Total tons.....	321,079

The rate of fare for Passengers, charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, excepting cost of iron.....	\$16,372 10
Repairs of buildings.....	156 64
Taxes on real estate.....	56 05
Total.....	16,584 79

Repairs of Machinery.

Repairs of engines and tenders.....	\$13,704 67
Repairs of passenger and baggage cars.....	176 50
Repairs of freight cars.....	1,950 10
Repairs of tools and machinery in shops.....	1,213 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	7,376 65
Total.....	24,420 92

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight and coal transportation.
Office expenses, stationery, &c.....	\$513 31	\$18 50	\$494 81
Agents and clerks.....	1,118 20	.....	1,118 20
Porters, watchmen and switch tenders.....	2,350 00	.....	2,350 00
Wood and water station attendance.....	280 00	.....	280 00
Conductors, baggage masters and brakemen.....	11,230 00	1,225 00	10,005 00
Engineermen and firemen.....	9,940 36	1,155 18	8,785 18
Fuel—cost of labor for preparing for use.....	685 20	40 00	645 20
Oil and waste for engines and tenders, passenger, baggage and freight cars,	2,180 18	225 00	1,955 18
Loss and damage of goods and baggage.....	328 00	18 63	309 37
Use of freight cars.....	480 00	.....	480 00
General superintendence and engineering.....	2,843 83		2,843 83
Total.....	31,949 08	2,682 31	29,266 77

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Receipts from all Sources.

Receipts from passengers.....	\$10,315 31
freight.....	182,304 53
mail transportation.....	1,700 00
other sources.....	1,764 10
Total.....	196,083 94

Payments other than for Construction.

For transportation expenses..	\$31,949 08
For interest.....	\$36,761 87
For coupons.....	76,710 69
	113,462 56
For other payments—office at Philadelphia.....	\$4,553 30
For drawbacks.....	8,829 53
	13,382 83

Accidents.

No accidents of any kind this year.

Names and Residence of Officers.

Directors.	Post office address.
RATHMELL WILSON.....	PHILADELPHIA.
S. M. WALN.....	PHILADELPHIA.
WILLIAM CUMMINGS.....	PHILADELPHIA.
JAMES W. PAUL.....	PHILADELPHIA.
JOHN DEVERAUX.....	PHILADELPHIA.
JOHN M'CANLES.....	PHILADELPHIA.
JAMES LONG.....	PHILADELPHIA.
S. J. CHRISTIAN.....	PHILADELPHIA.
B. MARSHALL.....	PHILADELPHIA.
D. HADDOCK, JR.....	PHILADELPHIA.
G. ENGLISH.....	PHILADELPHIA.
A. P. WILSON.....	HUNTINGDON.
L. T. WATTSON, PRESIDENT.....	PHILADELPHIA.
J. P. AERTSEN, TREASURER AND SECRETARY.....	PHILADELPHIA.
W. M. HOLMES, ACTING SUPERINTENDENT.....	HUNTINGDON.

(No. 25.)

HANOVER BRANCH.

STATE OF PENNSYLVANIA, } ss:
 York County,

Personally appeared A. W. Eichelberger, President, and R. A. Eichelberger, Treasurer, of the Hanover Branch railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*

R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this 1st day of December, 1862.

JESSE FRYSSINGER, *J. P.*

Stock and Debt.

Capital stock, as authorized by law	\$500,000 00
Amount of stock subscribed.....	121,000 00
Amount paid in as by last report.....	117,590 72
Total amount now paid in of capital stock.....	117,590 72
Funded debt, as per last report.....	35,000 00
Total amount now of funded debt	None.
Floating debt, as by last report.....	1,606 75
The amount now of floating debt.....	23,400 00
Total amount now of floating and funded debt.....	23,400 00

Cost of Road and Equipment.

	By last report.	By present report.
For graduation, masonry, bridges and superstructure, including iron.....	\$160,812 81	\$163,045 24
Passenger and freight stations, buildings and fixtures, engine and car houses, machine shops, machinery and fixtures.....	9,386 57	9,790 82
Land, land damages and fences.....	12,488 87	12,488 87
Locomotives and fixtures, and snow plows,	27,490 00	27,490 00
Passenger and baggage cars.....	4,600 00	4,600 00
Freight and other cars.....	5,420 00	6,920 00
Engineering and agencies.....	4,466 70	4,466 70
Total cost of road and equipment.....	224,664 95	228,801 63

HANOVER BRANCH

Characteristics of Road.

Length of main line of road, from Hanover to Hanover Junction.....	12½ miles.
Length of road laid.....	12½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 43 lbs.
No branches.	
The Gettysburg and Littlestown roads are worked by this company.	
Number of engine houses and shops.....	1 of each.
Number of engines.....	4
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$1,533 00).....	3
Number of freight cars, rated as eight wheel cars—(average cost of each \$360 00).....	19
Number of wooden bridges.....	11
Number of stone bridges.....	6
Number of depots on main road.....	5
Number of wood and water stations on main road.....	2
Value of real-estate held by the company.....	\$3,385 00
How is track laid, and on what foundation? Part on earth and part on stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	41,316
Number of through passengers for the year on main road.....	11,262
Number of passengers (all classes) carried in cars.....	16,515½
Number of tons of 2,000 lbs. of through freight, for the year, on main road—gross amount of tonnage for the year.....	34,102
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	16
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	12

Amount of Freight, specifying the quantity in tons.

Anthracite and bituminous coal, (tons of 2,000 lbs.).....	8,525
Pig iron.....	56
Other iron or castings.....	212
Lime and limestone.....	777
Agricultural products.....	15,464

RAILROAD REPORT.

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Manufactures and other articles, live stock and merchandize,	4,863
Lumber.....	4,205
Total.....	34,102

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	4 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$3,670 93
Repairs of buildings.....	19 05
Repairs of bridges	315 74
Taxes on real estate.....	17 62
Total.....	4,023 34

Repairs of Machinery.

Repairs of engines and tenders.....	\$3,966 93
Repairs of passenger, baggage and freight cars.....	1,266 52
Total.....	5,233 45

Operating the Road.

Office expenses, stationery, &c.....	159 72
Agents and clerks.....	401 12
Labor—loading and unloading freight.....	313 00
Conductors, baggage masters and brakemen.....	1,800 00
Engineermen and firemen.....	2,165 33
Fuel—cost of labor preparing for use.....	4,434 67
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	712 88
Use of freight cars.....	1,112 91
General superintendence.....	766 00
Contingencies.....	89 80
Total.....	11,956 43

HANOVER BRANCH

Receipts from all Sources.

Receipts from passengers.....	\$7,135 52
freight.....	18,626 93
mail transportation.....	650 00
use of freight cars.....	1,193 45
other sources.....	7,224 82
Total.....	<u>34,830 72</u>

Payments other than for Construction.

For transportation expenses.....	\$4,502 27
For dividends, (due in 1860).....	19 00
For interest.....	1,932 00
For other payments, (repairs of road and machinery not included—given above).....	16,320 47
Total.....	<u>22,773 74</u>

Accidents.

No accidents.

Names and Residence of Officers.

Directors.	• Post office address.
JACOB WIET.....	HANOVER, PA.
JACOB FORNEY.....	HANOVER.
JACOB YOUNG.....	HANOVER.
GEORGE D. KLEINFELTER.....	HANOVER.
STEPHEN KEEFER.....	HANOVER.
DAVID M. MYERS.....	HANOVER.
A. W. EICHELBERGER, PRESIDENT AND SUPERINTENDENT.....	HANOVER.
R. A. EICHELBERGER, TREASURER.....	HANOVER.
F. E. METZGER, SECRETARY.....	HANOVER.

(No. 26.)

HEMPFIELD.

STATE OF PENNSYLVANIA, }
 Washington County, } ss:

Personally appeared C. M. Reed, President, and Joseph Henderson, Treasurer, of the Hempfield railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

C. M. REED, *President.*JOSEPH HENDERSON, *Treasurer.*

Sworn and subscribed before me, this 26th day of November, 1862.

WILLIAM HUGHES, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	unlimited.
Amount of stock subscribed.....	\$1,880,365 00
Amount paid in, as by last report.....	1,809,565 13
Total amount now paid in of capital stock.....	1,809,565 13
Funded debt as per last report (mortgage bonds as collateral for \$500,000 00.....	1,000,000 00
Total amount now of funded debt.....	1,000,000 00
Floating debt, as by last report—about.....	100,000 00
The amount now of floating debt.....	100,000 00
Total amount now of floating and funded debt.....	600,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.

Cost of Road and Equipment.

	* By last report.
For graduation and masonry.....	\$1,071,920 06
For bridges.....	160,861 46
Superstructure, including iron.....	264,845 49
Passenger and freight stations, buildings and fixtures, engine and car houses, machine shops, machinery and fixtures..	4,076 78
Land, land damages and fences	34,996 13

* Present report of cost and equipment same as last.

Locomotives and fixtures, snow plows, passenger and baggage cars, freight and other cars.....	\$41,340 01
Engineering and agencies and pay of engineers.....	79,759 01
Total cost of road and equipment.....	<u>1,657 799 84</u>

Characteristics of Road.

Length of main line of road, from Wheeling, Va., to Greensburg, Pennsylvania.....	76 miles.
Length of road laid (to Washington, Pa.).....	32 "
Length of double track, including sidings.....	117 ²¹ / ₈₀ "
Gauge of road.....	4 ft. 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	60 lbs.
Number of engine houses and shops.....	2
Number of engines.....	3
Number of first class passenger cars, (rated as eight wheel cars,).....	2
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	1
Number of freight cars, (rated as eight wheel cars,).....	10
Number of wooden bridges.....	7
Number of stone bridges.....	1
Number of depots on main road.....	6
Number of wood and water stations on main road.....	4
Value of real estate, held by the company—cost.....	*\$104,899 96
Number of tunnels (aggregate length 3,073 feet).....	6
How is track laid, and on what foundation? On cross ties and broken stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger, freight, and coal trains, (mixed train,).....	23,476 miles.
Number of through passengers for the year on main road, also all classes carried in cars (mixed train).....	11,444
Number of tons of 2,000 lbs. of through freight, for the year on main road; also gross amount of tonnage for the year, Average rate of speed adopted by mixed trains (miles per hour).....	9,507 <u>16</u>

The amount of Freight, specifying the quantity in tons.

Total amount, by mixed train.....	9,507 tons.
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* Supposed to mean, \$10,899 96.

RAILROAD REPORT.

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The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	5 cents.
For first class way passengers.....	5 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$9,383 82
Repairs of buildings.....	426 17
Total.....	<u>9,809 49</u>

Repairs of Machinery.

Total.....	<u>\$5,619 74</u>
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Operating the Road.

Total.....	<u>\$11,273 70</u>
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Receipts from all Sources.

Receipts from passengers.....	\$11,926 62
freight.....	13,851 56
mail transportation.....	3,224 00
other sources.....	787 25
Total.....	<u>29,799 43</u>

Payments other than for Construction.

For transportation expenses, including cost of running road and repairs to railway and machinery.....	<u>\$24,720 44</u>
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Accidents.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
C. M. REED.....	WASHINGTON, PA.
JOSEPH HENDERSON.....	WASHINGTON, PA.
WILLIAM M KENNAN.....	WASHINGTON, PA.
THOMAS SWEENEY.....	WHEELING, VA.
S. BRADY.....	WHEELING, VA.
J. C. ACHESON.....	WHEELING, VA.
JAMES C. CLARK.....	GREENSBURG, PA.
C. M. REED, PRESIDENT.....	WASHINGTON, PA.
JOSEPH HENDERSON, TREASURER AND SECRETARY.....	WASHINGTON, PA.
WILLIAM D. BURTON, SUPERINTENDENT.....	WHEELING, VA.

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(No. 27.)

HAZLETON COAL COMPANY.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia City and County, }

Personally appeared Algernon S. Roberts, President, and Benj. Davis, Treasurer, of the Hazleton coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ALGERNON S. ROBERTS, *President*.
 BENJAMIN DAVIS, *Treasurer*.

Affirmed and subscribed before me, this 23d day of December, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	1,615,000 00
Total amount now paid in of capital stock.....	1,615,000 00
Total amount now of funded debt.....	150,000 00
Total amount now of floating and funded debt.....	150,000 00
Average rate per cent. per annum, of interest on funded debt,	6 per cent.
Date of each dividend—February and August.	
Rate per cent. per annum of each dividend—3 per cent., in February, and 2 per cent. in August.	
Amount of capital on which the respective dividends were declared.....	1,615,000 00

Characteristics of Road.

Length of main line of road, from Penn Haven to Hazleton,	15 miles.
Length of road laid.....	15 "
Length of double track, including sidings.....	6 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 56 lbs.
Number of engine houses and shops.....	5
Number of engines.....	12
Number of first class passenger cars, (rated as eight wheel cars)	1
Number of freight cars, (rated as four wheel cars,).....	6

COMPANY REPORT.

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Number of coal cars, (rated as four wheel cars,).....	1,000
Number of wooden bridges.....	1
Number of depots on main road.....	3
Number of wood and water stations on main road.....	4
How is track laid, and on what foundation? Stone and coal waste ballast.	

The amount in freight, specifying the quantity in tons.

Anthracite coal, (of 2,240 lbs.).....	692,668 tons
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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron, (estimated same as 1861).....	\$11,829 87
Taxes on real estate, (estimated same as 1861).....	4,187 63
Total	16,017 50

NOTE.—Some of the property used on and for the railroad belongs to the tenants, who do the transportation business.

Names and Residence of Officers.

Directors.	Post office address.
ALGERNON S. ROBERTS.....	PHILADELPHIA, PA.
JESSE E. BURDEN.....	PHILADELPHIA.
SAMUEL D. STRYKER.....	LANBERTVILLE, N. J.
BENJAMIN DAVIS.....	PHILADELPHIA.
J. GILLINGHAM FELL.....	PHILADELPHIA.
EDWARD ROBERTS.....	PHILADELPHIA.
WILLIAM A. INGHAM.....	PHILADELPHIA.
FRANKLIN PEALE.....	PHILADELPHIA.
ALGERNON S. ROBERTS.....	PRESIDENT.
BENJAMIN DAVIS.....	TREASURER.
ALEX. G. GAW.....	SECRETARY.

(No. 28.)

IRONTON.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared Eli J. Saeger, President, and C. H. Clark, Treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ELI J. SAEGER, *President.*

C. H. CLARK, *Treasurer.*

Sworn and subscribed before me, this 19th day January, 1863.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	394,350 00
Total amount now paid in of capital stock.....	394,350 00
The amount now of floating debt.....	13,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—January 17, and July 14.	
Rate per cent. per annum of each dividend.....	3 per cent.
Amount of capital on which the respective dividends were declared.....	394,350

Cost of Road and Equipment.

	By present report.
Locomotives and fixtures, and snow plows.....	\$9,600 00
Total cost of road and equipment.....	241,633 21

Characteristics of Road.

Length of main line of road, from Lehigh Valley railroad to Ironton.....	9 $\frac{68}{100}$ miles.
Length of road laid.....	9 $\frac{68}{100}$ "
Length of double track, including sidings—about.....	5 "
Guage of road.....	4 ft. 8 $\frac{1}{2}$ in.

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Weight of rail per yard on main track.....	50 & 57 lbs.
Number of engines.....	1
Value of real estate held by the company.....	\$158,131 22

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight, for the year on main road.....	71,136
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The amount of freight, specifying the quantity in tons.

Anthracite coal.....	2,449 $\frac{1}{2}$
Other iron or castings.....	49,050 $\frac{1}{2}$
Iron and other ores.....	12,015 $\frac{1}{2}$
Total.....	63,515 $\frac{1}{2}$

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$437 60
Taxes on real estate.....	153 98
Total.....	591 58

Repairs of Machinery.

Repairs of engines and tenders.....	380 64
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Operating the Road.

Office expenses, stationery, &c.....	\$4,155 66
Labor.....	3,526 23
Fuel—cost of.....	796 55
Total.....	8,478 44

Receipts from all Sources.

Receipts from freight.....	\$24,152 26
interest.....	100 77
other sources...	27,501 18
Total.....	51,754 21

IRONTON

Payments other than for Construction.

For transportation expenses.....	\$9,450 66
For dividends.....	22,960 50
For interest	450 00
For other payments.....	6,201 40
Total	<u>39,062 56</u>

Accidents.

Killed—employees.....	1
Injured—employees.....	<u>1</u>

Names and Residence of Officers.

Directors.	Post office address.
E. W. CLARK.....	PHILADELPHIA, PA.
TINSLEY JOTER.....	BETHLEHEM.
GEO. B. ROBERTS.....	PHILADELPHIA.
WILLIAM G. MOORHEAD.....	PHILADELPHIA.
JOSEPH H. DULLAS.....	PHILADELPHIA.
ELI J. SAEGGER, PRESIDENT.....	ALLENTOWN.
C. H. CLARK, TREASURER.....	PHILADELPHIA.
JOSEPH SEAYER, SECRETARY.....	PHILADELPHIA.
LEVI LINE, SUPERINTENDENT.....	ALLENTOWN.

(No. 29.)

JAMESTOWN AND FRANKLIN.

STATE OF PENNSYLVANIA, } ss:
Mercer County,

Personally appeared, Wm. Gibson, President, and T. H. Fulton, Treasurer, of the Jamestown and Franklin railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) WILLIAM GIBSON, *President.*
 T. H. FULTON, *Treasurer.*

Sworn and subscribed before me this 25th day of November, 1862.

JAMES THROOP, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	5,125 shares.
Total amount now paid in of capital stock.....	<u>56,250 00</u>

Characteristics of Road.

Length of main line of road (from Jamestown to Franklin) not yet fully surveyed.

Guage of road not determined.

Number of railroads crossed at grade, one, (Atlantic and Great Western).

Names and Residence of Officers.

Directors.	Post office address.
A. W. RAYMOND.....	FRANKLIN, PA.
THOMAS HOGE.....	FRANKLIN, PA.
J. S. MYERS.....	FRANKLIN, PA.
S. A. POTTER.....	BROWNSVILLE, PA.
T. H. FULTON.....	BROWNSVILLE, PA.
DAVID HADLEY.....	SHAKELSVILLE, PA.
WILLIAM GIBSON, PRESIDENT.....	JAMESTOWN, PA.
T. H. FULTON, TREASURER.....	BROWNSVILLE, PA.
A. W. RAYMOND, SECRETARY.....	FRANKLIN, PA.

Auditor General of the Commonwealth of Pennsylvania,

DEAR SIR:—Our only excuse for the few answers made to the above, is the fact that the charter for the company was only obtained in April last, and our engineers have not yet fully completed the surveys.

WM. GIBSON, *President.*

(No. 30.)

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, J. Edgar Thomson, President, and Chas. E. Smith, Treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed,)

J. EDGAR THOMSON, *President.*CHARLES E. SMITH, *Treasurer.*

Affirmed and subscribed before me this 5th day of January, 1863.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	26,250 00
Total amount now paid in of capital stock.....	6,130 00
Total amount now of funded debt.....	152,000 00
Average rate per cent. per annum, of interest on funded debt,	6 per cent.

Cost of Road and Equipment.

	By present report.
For graduation and masonry....	\$9,636 82
Land, land damages and fences.....	31,234 00
Engineering and agencies.....	1,921 55
Total cost of road and equipment.....	42,792 37

Characteristics of Road.

Length of main line of road, from Belmont to Gray's Ferry,	4 $\frac{62}{100}$ miles.
Length of road laid.....	none.
Length of double track, including sidings.....	4 $\frac{62}{100}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Iron bridges.....	6
Culverts.....	8
Number of railroads crossed at grade (Pennsylvania railroad and West Chester and Philadelphia railroad).....	2

RAILROAD REPORT.

97

Value of real estate, held by the company..... None owned.
 Number of tunnels (750 feet in length)..... 1
 How track is laid, and on what foundation? It will be laid
 with cross ties on stone ballast one foot deep.

Names and Residence of Officers.

Directors.	Post office address.
J. E. THOMSON.....	PHILADELPHIA, PA.
S. M. FELTON.....	PHILADELPHIA.
ASA WHITNEY.....	PHILADELPHIA.
CHARLES E. SMITH.....	PHILADELPHIA.
J. D. STEELE.....	PHILADELPHIA.
J. EDGAR THOMSON, PRESIDENT.....	PHILADELPHIA.
CHARLES E. SMITH, TREASURER.....	PHILADELPHIA.
JAMES LESLEY, SECRETARY.....	PHILADELPHIA.
JOHN A. WILSON, ENGINEER.....	PHILADELPHIA.

LORBERRY CREEK

(No. 31.)

LORBERRY CREEK.

Stock and Debt.

Amount of stock subscribed.....	\$52,050 00
Amount paid in as by last report.....	This is first report.
Total amount now paid in of capital stock.....	52,050 00
Total amount now of funded debt.....	30,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	30,000 00
Average rate per cent. per annum, of interest on funded debt,	6 per cent.
Date of each dividend.....	None made.

Cost of Road and Equipment.

Total cost of road and equipment.....	<u>\$82,050 00</u>
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Characteristics of Road.

Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Number of wooden bridges.....	3
How is track laid, and on what foundation:	Laid on cross ties on stone ballast.

Doings of the year in Transportation, and total miles run.

Number of miles run by freight trains.....	No time kept.
Number of miles run by coal trains.....	No time kept.
Average rate of speed adopted by freight trains, (including stops).....	8 miles per hour.
Average weight in tons of freight trains, exclusive of freight,	<u>Not kept.</u>

The amount of Freight, specifying the quantity in tons.

Merchandise.....	<u>Small amount.</u>
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RAILROAD REPORT

99.

EXPENSES.

Repairs of Machinery and Operating the Road.

Say..... \$10,000 00

Receipts from all Sources.

Say..... \$6,400 00

Payments other than for Construction.

Included in amount under expenses.

(No. 32.)

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, } ss:
 Carbon County, }

Personally appeared Asa Packer, President, and William H. Ely, Treasurer of the Lehigh Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) ASA PACKER, *President.*
 WM. H. ELY, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1862.

J. K. PRYOR, *J. P.*

Stock and Debt.

Capital stock, as authorized by law	\$3,000,000 00
Amount of stock subscribed	2,297,250 00
Amount paid in as by last report	2,253,350 00
Total amount now paid in of capital stock	2,297,250 00
Funded debt as per last report	1,465,000 00
Total amount now of funded debt	1,465,000 00
Floating debt, as by last report	52,258 00
The amount now of floating debt	31,546 58
Total amount now of floating and funded debt	1,496,546 58
Rate per cent. per annum, of interest on funded debt	6 per cent.
Date of each dividend declared—April 8, and Oct. 9, 1862.	
Rate per cent. per annum of dividend	8
Amount of capital on which the respective dividends were declared	2,297,250 00

RAILROAD REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation, masonry.....		
For bridges.....		
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures.....	\$3,241,910 08	\$3,363,269 16
Engine and car houses, machine shops, machinery and fixtures.....		9,752 50
Land, land damages and fences.....		
Locomotives and fixtures, and snow plows		
Passenger and baggage cars.....	496,691 13	554,363 46
Freight and other cars.....		
Engineering and agencies.....		
Total cost of road and equipment.....	3,738,601 21	3,927,385 12

Characteristics of Road.

Length of main line of road, from Mauch Chunk to Easton.....	46 miles.
Length of road laid.....	72 "
Length of double track, including sidings.....	18½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	57 pounds.
Number of branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	4 engine houses, 2 shops.
Number of engines.....	22
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,250).....	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800).....	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$450).....	44
Number of coal cars, rated as eight wheel cars, (average cost of each \$425).....	911
Number of iron bridges.....	2
Number of wooden bridges.....	17
Number of stone bridges.....	17
Number of railroads crossed at grade.....	1
Number of depots on main road.....	14
Number of wood and water stations on main road—4 coal and wood, 9 water stations.	

Value of real estate held by the company..... \$9,752 50

No tunnels.

How is track laid, and on what foundation? On oak and chestnut ties 8 feet long, 7 inches thick, 7 inch face, placed 2 feet apart from center to center, wrought iron chains, laid on broken stone and gravel ballast.

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	96,693
Number of miles run by freight trains.....	73,888
Number of miles run by coal trains.....	196,649
Number of through passengers, for the year, on main road....	5,856½
Number of passengers (all classes) carried in cars.....	181,470½
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	Don't know.
Gross amount of tonnage for the year.....	Don't know.
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, (including stops)—miles per hour.....	24
Average rate of speed adopted by freight trains, (including stops)—miles per hour.....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	65
Average weight in tons of freight trains, exclusive of freight,	175

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	861,020.12
Bituminous coal.....	2,829.37
Pig iron, railroad iron and other iron or castings.....	88,708.00
Railroad iron.....	2,833.00
Other iron or castings—included in miscellaneous merchandise.	
Iron and other ores.....	128,359.00
Lime and limestone.....	71,610.00
Agricultural products, merchandise, manufactures and live stock—included in miscellaneous merchandise.	
Lumber.....	18,105.00
Total.....	1,173,466.09

RAILROAD REPORT.

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*The rate of fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	3 $\frac{1}{4}$ cents.
For first class way passengers.	3 $\frac{1}{2}$ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$98,262 01
Repairs of buildings, fences and gates.....	1,509 93
Taxes on real estate.....	348 63
Total.....	100,120 57

Repairs of Machinery.

Repairs of engine and tenders.....	\$28,071 61
Repairs of passenger and baggage cars.....	1,871 62
Repairs of freight cars.....	26,905 89
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,248 12
Total.....	59,097 24

Operating the Road.

Office expenses, stationery, &c.....	\$7,004 44
Agents and clerks.	13,816 22
Porters, watchmen and switch tenders, labor loading freight, wood and water station attendance.....	8,948 62
Conductors, baggage masters and brakemen.....	14,709 88
Engineermen and firemen.....	18,965 02
Fuel—cost of labor for preparing for use.....	36,227 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,298 74
Loss and damage of goods and baggage.....	860 07
Use of freight cars.	16,551 94
Damage to property, including damages by fire, and cattle killed on road.....	2,428 97
General superintendence.....	3,500 00
Contingencies.....	3,716 83
Total.....	133,128 38

LEHIGH VALLEY

Receipts from all Sources.

Receipts from passengers, including mail	\$85,136 97
freight	134,662 60
coal transportation	603,127 62
Total	822,927 19

Payments other than for Construction.

For transportation expenses	\$362,411 27
For dividends	183,780 00
For interest on bonds	43,950 00
Total	590,141 27

Accidents.

KILLED —employees	7
“ others	4
Total	11
INJURED —employees	5
“ others	1
Total	6

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861.

Dec. 14. George Hurtman, coal cracker, had his foot mashed between two bumpers, while coupling cars at South Easton.

1862.

May 16. The boiler of engine Catasauqua exploded at Catasauqua, killing the engineer, H. Beltz, and fireman, M. Berry, and scalding C. Dougherty.

June 8. Patrick Boyle, brakeman, in attempting to get on stock train, was run over and seriously injured ; died in consequence.

July 22. Richard Gorman, working on gravel train at Bethlehem, fell from the cars and broke his leg.

Aug. 9. Condy Ward, thrown under the cars at Mauch Chunk and run over—his injuries resulted in death.

- Aug. 15. John Erwen, brakeman, was struck on the head and injured as the train was passing under the bridge above Allentown.
- Aug. 18. Stranger, run over by iron train near Hope's station and killed—was lying on track, and supposed to be asleep when the train came along. When seen in the afternoon he was drunk.
- Aug. 20. W. Hampton, engineer, had his head bruised by coming in contact with the bridge at Laury's.
- Aug. 21. Miles Conner, working on gravel train, in jumping on train as it passed Freemansburg station, lost his footing and fell between the cars, and was killed.
- Aug. 21. Samuel Arnold, walking on track a short distance above Bethlehem was struck by passenger train and killed.
- Sept. 16. A man, unknown, walking on track a short distance below Laury's, was struck by engine and severely injured.
- Oct. 4. George Arner and George Morris were killed by giving away of the bridge at Mauch Chunk, under which they were employed.
- Oct. 15. Terry Reynolds, brakeman on coal train, fell under cars at Allentown and was killed.
- Oct. 30. Locomotive Easton run over a team and a man by the name of Fink, at Burlington, killing the man.

Names and Residence of Officers.

Directors.	Post office address.
R. F. STOCKTON.....	PHILADELPHIA, PA.
J. G. FELL.....	PHILADELPHIA.
W. H. GATZMER.....	PHILADELPHIA.
J. N. HUTCHINSON.....	PHILADELPHIA.
JOHN TAYLOR JOHNSTON.....	NEW YORK CITY.
A. PACKER.....	NEW YORK CITY.
ASA PACKER, PRESIDENT.....	MAUCH CHUNK, PA.
WM. H. ELY, SECRETARY AND TREASURER.....	MAUCH CHUNK.
ROBERT H. SAYRE, SUPERINTENDENT.....	BETHLEHEM.

(No. 33.)

LEHIGH AND LUZERNE.

PHILADELPHIA, November 28, 1862.

Hon. Thomas E. Cochran,

DEAR SIR:—Herewith is the L. L. R. R. statement. It has been delayed by the absence of the Treasurer.

The transportation over the road is done by A. Pardee & Co., who only pay us toll, and is mixed up with their general business. Several of our road expense accounts, &c., are only received from them at the close of the year, which compelled us to use the figures of last year, but it makes very little variation.

Yours respectfully,

ALGN. S. ROBERTS.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared, Algn. S. Roberts, President, and J. G. Fell, Treasurer, of the Lehigh and Luzerne railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) ALGN. S. ROBERTS, *President.*
 J. G. FELL, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1862.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	153,350 00
Total amount now paid in of capital stock.....	153,350 00
Total amount now of funded debt.....	159,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	159,000 00
Average rate per cent. per annum, of interest on funded debt,	6 per cent.
Date of each dividend: January, 1862, 4 per cent. on \$150,350,	
and July, 1862, 2 per cent. on \$153,350.	

RAILROAD REPORT.

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Cost of Road.

By present report

For graduation and masonry and superstructure.....	\$311,495 71
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Characteristics of Road.

Length of main line of road, from Hazleton railroad to Milensville	9½ miles.
Length of road laid, including branches.....	11 "
Length of double track, including sidings.....	1½ "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of branch roads owned by company.....	1
No equipment and no bridges.	
Number of depots on main road.....	None.
Number of wood and water stations on main road.....	2
Value of real estate held by the company.....	None.
Number of tunnels (1,023 feet in length).....	1
How is track laid, and on what foundation? With T rail, and ballasted with broken stone and coal waste.	

Doings of the year in Transportation, and total miles run.

No accounts kept other than for coal.

Amount of Freight, specifying the quantity in tons.

A nthracite coal (2,240 lbs. each).....	319,290
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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.. ...	\$3,678 30
Repairs of building, salaries and office expenses.....	1,293 92
Total	4,972 22

Receipts from all Sources.

Receipts from freight.....	\$26,426 04
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Payments other than for Construction.

For dividends.....	\$9,081 00
For interest.....	9,540 00
For other payments.....	1,576 94
Total.....	20,197 94

NOTE.—Some of the above items are estimated and approximated.

LEHIGH AND LUZERNE

Names and Residence of Officers.

Directors.	Post office address.
ALGERNON S. ROBERTS.....	PHILADELPHIA.
WILLIAM W. LONGSTRETH.....	PHILADELPHIA.
J. G. FELL.....	PHILADELPHIA.
EDWARD ROBERTS.....	PHILADELPHIA.
ARIO PARDEE.....	HAZLETON, PA.
JOHN LEISENRING.....	MAUCH CHUNK.
FRANCIS JENKINS.....	NEW YORK
ALGERNON S. ROBERTS.....	PRESIDENT.
J. G. FELL.....	TREASURER AND SECRETARY.
ARIO PARDEE.....	SUPERINTENDENT.

(No. 34.)

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, Daniel R. Bennet, President, and William Waln, Jr., Treasurer, of the Little Schuylkill Navigation railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

DANIEL R. BENNET, *President.*WILLIAM WALN, JR., *Treasurer.*

Sworn and subscribed before me, this 3d day of December, 1862.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$2,256,100 00
Amount of stock subscribed.....	2,256,100 00
Amount paid in as by last report.....	2,256,100 00
Total amount now paid in of capital stock.....	2,256,100 00
Funded debt as per last report.....	919,000 00
Total amount now of funded debt.....	960,000 00
Floating debt, as by last report.....	77,456 75
The amount now of floating debt (£15,000).....	72,600 00
Total amount now of floating and funded debt.....	1,032,600 00
Av'g rate per cent. per annum, of interest on funded debt,	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$1,371,868 41	\$1,371,868 41

Characteristics of Road.

Length of main line of road, from Port Clinton to junction with Catawissa railroad.....	28½ miles.
Length of road laid.....	33 "
Length of double track, including sidings.....	8 "
Gauge of road.....	4 ft. 8½ in.

Weight of rail per yard on main track.....	60 pounds.
Number of branch roads owned by the company.....	2
Roads leased by the company.....	None.
Number of engine houses and shops: 2 engine houses, 1 machine shop.	
Number of engines.....	10
Number of freight cars, rated as eight wheel cars, (average cost of each \$150 00).....	47, tip.
Number of coal cars (average cost of each \$150 00).....	14, flat.
Number of wooden bridges.....	23
Number of depots on main road.....	2
Number of wood and water stations on main road.....	7
Number of tunnels (900 feet in length).....	1
How is track laid, and on what foundation? Cross ties 6 x 8 inches, 8 feet long—gravel beds and gravel ballast.	

Doings of the year in Transportation, and total miles run.

Number of miles run by freight trains.....	13,352	62,155
Number of miles run by extra trains.....	2,586	
Number of miles run by coal trains.....	46,217	
* Number of through passengers for the year on main road.		
* Number of passengers (all classes) carried in cars.		
* Number of tons of 2,000 lbs. of through freight, for the year on main road.		
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....		20
Average rate of speed adopted by express trains, (including stops)		20
Average rate of speed adopted by freight trains, (including stops,).....		10

The amount of Freight, specifying the quantity in tons.

Anthracite coal (of 2,240 lbs.).....	227,265
Bituminous coal (of 2,000 lbs.).....	242
Other articles.....	6,646
Total	234,153

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron; also repairs of buildings, fences and gates.....	\$40,146 70
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* Ran by Catawissa railroad company.

RAILROAD REPORT.

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Taxes on real estate.....	4,639 84
Total	<u>44,86 54</u>

Repairs of Machinery.

Repairs made by Catawissa company.

Operating the Road.

Office expenses, stationery &c.....	\$1,580 81
Agents and clerks.....	5,100 04
Fuel—cost of labor for preparing for use.....	2,047 38
Contingencies.....	4,000 11
Total... .	<u>12,728 34</u>

Receipts from all Sources.

Receipts from passengers.....	\$6,250 79
Do.....freight.....	16,491 54
Do.....mail transportation	1,283 35
Do.....other sources.....	102,290 18
Total.....	<u>126,315 86</u>

Payments other than for Construction.

For transportation expenses.....	\$18,707 87
For interest	25,657 11
For other payments.....	19,486 02
Total	<u>63,851 00</u>

Accidents.

No passengers or employees killed or injured; others, one killed and one injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862, Oct. 10. W. Cooper, a boy, riding on a truck to the mines; side of truck gave way—one man injured at the same time.

LITTLE SCHUYLKILL NAVIGATION.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
A. J. DERBYSHIRE.....	PHILADELPHIA.
HENRY DUHRING.....	PHILADELPHIA.
A. R. DORIE.....	PHILADELPHIA.
JAMES MILLIKEN.....	PHILADELPHIA.
C. W. TROTTER.....	PHILADELPHIA.
N. C. WHEATON.....	PHILADELPHIA.
DANIEL R. BENNET, PRESIDENT.....	410 WALNUT ST., PHILADELPHIA.
WILLIAM WALN, JR., TREASURER AND SECRETARY.....	PHILADELPHIA.
JOHN ANDERSON, SUPERINTENDENT.....	TAMAUQA, PA.

(No. 35.)

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared William Marshall, President, and Jacob Henrici, Treasurer, of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) WILLIAM MARSHALL, *President.*
 JACOB HENRICI, *Treasurer.*

Sworn and subscribed before me, this 17th day of November, 1862.

LEONARD S. JOHNS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$250,000 00
Total amount now paid in of capital stock.....	83,562 00
Total amount now of funded debt.....	84,166 67
The amount now of floating debt.....	4,968 57
Total amount now of floating and funded debt.....	89,135 24
Average rate per cent. per annum of interest on funded debt,	8½ per cent.
Date of each dividend—May 29, 1855, first dividend, and June 14, 1860, second dividend.	
Amount of capital on which the respective dividends were declared.....	\$75,000 00 and \$85,200 00

Cost of Road and Equipment.

	By present report.
For graduation, masonry, bridges and superstructure, including iron.....	\$35,664 13
Passenger and freight stations, buildings and fixtures.....	1,975 00
Engine and car houses, machine shops, machinery and fixtures,	20,125 00
Land, land damages and fences.....	14,500 00
Freight and other cars	11,780 00
Total cost of road and equipment.....	83,044 13

LITTLE SAW MILL RUN

Characteristics of Road.

Length of main line of road, from the Ohio river to mines....	3 miles.
Length of road laid.....	3 "
Gauge of road.....	4 $\frac{8}{12}$ feet.
Number of engine houses and shops.....	1 of each.
Number of engines.....	2
Number of coal cars, (average cost of each \$190).....	40
Number of wooden bridges.....	2
Value of real estate held by the company.....	\$23,625 00
How is track laid, and on what foundation? The track is laid with wooden rail and strap iron, part on clay foundation, and part on trestle work.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by coal trains.....	9,942
Gross amount of tonnage for the year.....	103,437

The amount of Freight, specifying the quantity in tons.

Bituminous coal.....	103,436
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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$8,624 04
Repairs of buildings.....	89 59
Taxes on real estate.....	412 03
Total.....	9,125 66

Repairs of Machinery.

Repairs of engines and tenders.....	119 07
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Operating the Road.

Office expenses, stationery, &c.....	\$34 67
Agents and clerks.....	600 00
Labor—loading and unloading freight.....	167 00
Conductors, baggage masters, brakemen, engineers and firemen.....	1,233 98
Fuel—cost of labor preparing for use.....	317 52
General superintendence.....	1,200 00
Total.....	3,558 17

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from freight.....	\$19,925 83
interest.....	101 39
other sources.....	7,037 09
Total.....	<u>27,064 31</u>

Payments other than for Construction.

For transportation expenses.....	\$14,923 97
For interest (includes coupons).....	6,256 90
For other payments.....	15,699 45
Total.....	<u>36,880 32</u>
Total amount of surplus fund	<u>\$10,022 53</u>

Accidents.

No passengers or employees killed or injured ; others, one killed, and one injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

Jeremiah Dillon fell from a coal train on July 22, 1862, the cars passed over one of his legs, smashing it so as to render amputation necessary, and has since recovered. The accident occurred at a point on the road near the borough of Temperanceville.

Thomas Black fell from a truck car upon the track, the wheels passing over him about the groin, causing injuries from which he died in a few minutes afterward. This accident occurred about one and a half miles from the depot at the Ohio river, on the 14th day of August last.

Names and Residence of Officers.

Directors.	Post office address.
JACOB HENRICI.....	ECONOMY, BRAVER Co., PA.
ALEXANDER KING.....	PITTSBURG, PA.
RICHARD DEWHURST.....	ALLEGHENY CITY.
JOHN H. PAGE.....	BUCHANAN P. O.
N. P. FETTERMAN.....	PITTSBURG.
ROBERT SNODGRASS.....	TEMPERANCEVILLE.
WILLIAM MARSHALL, PRESIDENT.....	PITTSBURG.
JACOB HENRICI, TREASURER.....	ECONOMY, BRAVER Co., PA.
N. P. FETTERMAN, SECRETARY.....	PITTSBURG.

(No. 36.)

LACKAWANNA AND BLOOMSBURG.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared, John P. Ilsley, Superintendent, and P. Pettebone, Treasurer, of the Lackawanna and Bloomsburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) JOHN P. ILSLEY, *Superintendent.*
 PAYNE PETTEBONE, *Treasurer.*

Sworn and subscribed before me this 29th day of November, 1862.

REUBEN JONES, *J. P.*

Stock and Debt.

Capital stock, as authorized by law (extension, \$500,000 ; preferred, \$500,000,).....	\$1,900,000 00
Amount of stock subscribed (about).....	725,000 00
Amount paid in as by last report.....	710,000 00
Total amount now paid in of capital stock.....	710,000 00
Funded debt, as per last report.....	1,800,000 00
Total amount now of funded debt.....	*2,020,333 00
Floating debt, as by last report.....	350,000 00
The amount now of floating debt.....	†205,000 00
Total amount now of floating and funded debt.....	2,225,333 00
Average rate per cent. per annum, of interest on funded debt.....	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.	\$2,329,586 53	\$2,629,512 92

* Of which remain unsold, \$178,500, and \$94,000 for coupons not due, leaving absolute debt of \$1,747,888.

† Less unsold bonds, &c., as above, \$272,500 = \$1,952,888, debt.

RAILROAD REPORT.

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Characteristics of Road.

Length of main line of road, from Scranton to Northumberland.....	80 miles.
Length of road laid.....	80 "
Length of double track, including sidings (3d rail).....	8 "
Gauge of road, 17 miles, 6 feet; balance 4 feet 8½ inches, with 12 miles third rail, making both guages.	
Weight of rail per yard on main track.....	56 to 70 lbs.
Number of branch roads owned by company.....	1
Roads leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	12
Number of first class passenger cars—rated as eight wheel cars—(average cost of each, \$2,200).....	4
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$1,200).....	3
Number of freight cars—rated as eight wheel cars—(average cost of each \$425).....	80
Number of coal cars (average cost of each \$160)	587
Number of iron bridges.....	none.
Number of wooden bridges.....	8
Number of stone bridges.....	3
Number of railroads crossed at grade.	None.
Number of depots on main road.....	13
Number of wood and water stations on main road.....	7
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross ties with gravel ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	58,200
Number of miles run by freight trains.....	48,000
Number of miles run by coal trains.....	136,200
Number of through passengers for the year on main road.....	2,223
Number of passengers (all classes) carried in cars.....	93,482
Number of tons of 2,000 lbs. of through freight, for the year on main road; also gross amount of tonnage for the year...	380,415
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Average rate of speed adopted by freight trains, (including stops).....	10

LACKAWANNA AND BLOOMSBURG

Amount of Freight, specifying the quantity in tons.

Anthracite coal (exclusive of trackage, which is 410,072).....	283,863
Lime and limestone.....	48,265
Other articles of freight.....	48,287
Total.....	<u>380,415</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	<u>3½ "</u>

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$29,906 63
Repairs of buildings.....	1,581 55
Repairs of fences and gates.....	21 13
Taxes on real estate and insurance.....	1,371 06
Total.....	<u>32,880 37</u>

Repairs of Machinery.

Repairs of engines and tenders, passenger and baggage cars,	\$12,566 95
Repairs of freight cars.....	14,260 81
Repairs of tools and machinery in shops.....	2,113 98
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,500 00
Total.....	<u>30,441 74</u>

Operating the Road.

Office expenses, stationery, printing, advertising, &c.....	\$2,316 17
Agents, clerks and salaries of officers.	14,809 19
Labor—loading and unloading freight and transferring.....	3,088 96
Expenses of switching.....	768 19
Telegraph expenses.....	1,393 79
Conductors, baggage masters and brakemen.....	9,116 49
Engineermen, firemen, watchmen and wipers.....	9,782 25
Fuel—(wood and coal) cost of labor for preparing for use....	11,785 24
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,650 27
Loss and damage of goods and baggage.....	1,317 24

RAILROAD REPORT.

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Use of cars (all classes).....	\$2,664 01
Use of engines.....	9,000 00
Damage to property, including damages by fire, and cattle killed on road.....	69 50
Contingencies.....	4,250 37
Total.....	<u>75,011 67</u>
Total expenses.....	<u>\$138,333 78</u>

Receipts from all Sources.

Receipts from passengers.....	\$74,048 65
freight.....	228,836 32
mail transportation.....	4,504 50
Total.....	<u>307,389 47</u>

Payments other than for Construction.

For transportation expenses.....	\$138,333 78
For interest.....	141,429 02
For surplus funds.....	27,626 67
Total.....	<u>307,389 47</u>
Total amount of surplus fund.....	<u>\$27,626 67</u>

Accidents.

No passengers killed or injured ; employees—1 killed, 1 injured ; others, 5 killed. Total—6 killed, 1 injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

February. Leonard Miller, of Danville, was run over and killed near the Montour iron works. The whistle was blown, to which he paid no attention—said to have been intoxicated. The justice acquitted the engineer of all blame.

April 21. Charles Krouse, killed by a coal train about one-half mile below Kingston while attempting to cross the track. He slipped and fell upon the rail, the cars passing over him, killing him instantly.

May 15. George W. Derby, brakeman on coal train, instantly killed.—Engine was thrown from the track into the canal at lock No. 16, near Danville.

1862.

- May 19. Boy (name unknown) killed by jumping from passenger train while in motion, between Bloomsburg and Rupert.
- June 23. Patrick Featherston, run over by coal train near Taylorville; was sitting with legs across track; not seen by engineer until too late to stop train; both legs cut off, causing death in a few hours.
- August 4. Michael Jourdever, brakeman on coal train, had foot crushed by falling from train.
- Nov. 17. Robert Wallace was found dead on track, one mile below Kingston, with legs and arm severed from his body. A bottle containing liquor was found near him; was seen intoxicated the night previous.

Names and Residence of Officers.

Directors.	Post office address.
MOSES TAYLOR.....	NEW YORK.
WILLIAM E. DODGE.....	NEW YORK.
WILLIAM SWETLAND.....	WYOMING, PA.
WILLIAM C. REYNOLDS.....	KINGSTON, PA.
HENDERSON GAYLORD.....	PLYMOUTH, PA.
JOSEPH SCRANTON.....	SCRANTON, PA.
JOHN BRISBIN.....	SCRANTON.
E. M'NEILL.....	KINGSTON.
THOMAS F. ATHERTON.....	PITTSBURGH.
DANIEL G. DRIESBACH.....	BEACH HAVEN.
SAMUEL HOYT.....	KINGSTON.
N. CLAPP.....	HYDE PARK.
JOHN J. BLAIR, PRESIDENT.....	BLAIRSTOWN, N. J.
P. PETTEBONE, TREASURER AND SECRETARY.....	WYOMING.
JOHN ILSLEY, SUPERINTENDENT.....	KINGSTON.

(No. 37.)

LYKENS VALLEY.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared George E. Hoffman, President, and Isaac A. Storm, Treasurer, pro tem., of the Lykens Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) GEORGE E. HOFFMAN, *President.*

ISAAC A. STORM, *Treasurer pro tem.*

Sworn and subscribed before me, this 17th day of December, 1862.

EDWIN F. COREY,
Commissioner for Pennsylvania in New York.

Stock and Debt.

Capital stock, as authorized by law.....	\$400,000 00
Amount of stock subscribed.....	400,000 00
Amount paid in, as by last report.....	400,000 00
Total amount now paid in of capital stock.....	400,000 00
Total amount now of floating and funded debt.....	None.
One dividend declared February, 1862, from the earnings, to December 31, 1861.....	7 per cent.
One dividend declared August, 1862, from the earnings, to July 31, 1862.....	5 per cent.
Amount of capital on which the respective dividends were declared.....	400,000 00

Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry.....	\$392,098 19	394,041 63
For bridges.....		
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures.....		
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages and fences.....	23,500 00	21,000 00
Locomotives and fixtures, and snow plows,	775 00	
Passenger and baggage cars.....	300 00	
Freight and other cars.....		
Total cost of road and equipment.....	416,673 19	415,041 63

Characteristics of Road.

Length of main line of road, from Wiconisco to Millersburg,	16 miles.
Length of road laid.....	16 "
Length of double track, including sidings.....	2½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
No branches.	
No road leased by this company.	
Number of engine houses and shops.....	2
Number of engines.....	3
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$575 00).....	1 four wheel.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$200 00).....	1 "
Number of freight cars, rated as eight wheel cars—(average cost of each \$300 00).....	1
No coal cars.	
Number of iron bridges.....	1
Number of wooden bridges.....	3
No stone bridges.	
Number of railroads crossed at grade.....	1
Number of depots on main road.....	1
Number of wood and water stations on main road.....	3
Value of real estate held by the company, (depot at Millersb'g)	\$4,114 35
No tunnels.	
How is track laid, and on what foundation? Cross ties on bearing timber, filled in with broken stone.	

RAILROAD REPORT.

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Doings of the year in Transportation, and total Miles Run.

Number of through and other passengers for the year on main road, carried cars—about	2,000
Gross amount of tonnage for the year—184,611½ gross tons of coal, and 1,173 gross tons of merchandise.....	185,784½
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	8
Average rate of speed adopted by express trains, including stops, (miles per hour).....	8
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	8
Average weight in tons of passenger trains, exclusive of passengers and baggage, and average weight in tons of freight trains, exclusive of freight—varies from 40 to 60 cars.	160 to 240 tons

The amount of freight, specifying the quantity in tons.

Anthracite coal, (gross tons).....	184,611½
Merchandise of all descriptions, (gross tons).....	1,173
Total.....	185,784½

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class, way passengers.....	3½ "

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, (excepting cost of iron,) buildings, and fences and gates.....	\$5,943 65
Taxes on real estate.....	37 98
Total.....	5,981 63

Repairs of Machinery.

Repairs of engines and tenders, passenger and baggage cars, freight cars, tools and machinery in shops, and incidental expenses; including oil, fuel, clerks, watchmen, &c., about shops.....	\$2,328 21
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LYKENS VALLEY

Operating the Road.

Office expenses, stationery, &c.....	\$375 30
Agents and clerks.....	750 00
Labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance, con- ductors, baggage masters, brakemen, engineers and firemen	8,455 66
Fuel—cost of labor for preparing for use.....	3,057 78
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	896 74
General superintendence	1,200 00
Total.....	14,735 48

Receipts from all Sources.

Receipts from passengers.....	\$1,031 17
freight.....	69,144 30
mail transportation—mail carried free.	
surplus October 31, 1861.....	20,518 45
miscellaneous.....	480 82
Total.....	91,174 74

Payments other than for Construction.

For transportation expenses.....	\$23,045 32
For dividends.....	48,000 00
For interest.....	100 71
For surplus funds	15,244 00
For State tax on dividends.....	2,400 00
Miscellaneous.....	2,384 71
Total.....	91,174 74
Total amount of surplus fund.....	\$15,244 00

Accidents.

No accidents of any kind this year.

Names and Residence of Officers.

Directors.	Post office address.
ALEXANDER H. GRANT.....	NEW YORK CITY.
EDWARD H. OWEN.....	NEW YORK CITY.
ALEXANDER M. LAWRENCE.....	NEW YORK CITY.
ISAAC A. STORM.....	NEW YORK CITY.
DANIEL S. MILLER.....	NEW YORK CITY.
CHARLES E. LEX.....	PHILADELPHIA.
EDWARD GRATZ.....	PHILADELPHIA.
GEORGE E. HOFFMAN, PRESIDENT.....	PHILADELPHIA.
ISAAC A. STORM, TREASURER PRO TEM.....	13 WILLIAM ST., NEW YORK CITY.
A. B. YOUNG, SECRETARY.....	LYKENN, DAUPHIN COUNTY, PA.
JOHN L. FOSTER, SUPERINTENDENT.....	LYKENN, DAUPHIN COUNTY, PA.

(No. 38.)

LOCUST GAP IMPROVEMENT COMPANY.

LOCUST GAP IMPROVEMENT Co ,
Office No. 323 Walnut St., Philadelphia, Nov. 21, 1862. }

THOS. E. COCHRAN, Esq., *Auditor General,*

DEAR SIR:—Having received a blank form, as per act of Assembly of April 4th, 1859, requiring railroad companies to make uniform reports to the Auditor General, in answer I beg leave to say, that our company is *not* a railroad company; having a charter under the general improvement law, and we have leased the mines now opened for mining coal. This company owns a piece of railroad about seven-eighths of a mile long, but which is worked by the Mine Hill and Schuylkill Haven railroad company, and will be embodied in their report, and presume nothing further will be required of this company.

Please inform me whether my views are correct, and oblige,

Very respectfully yours,

ABM. S. WOLF,

President of the Locust Gap Improvement Co.

(No. 39.)

MILL CREEK AND MINE HILL NAVIGATION.

STATE OF PENNSYLVANIA, } ss:
 City of Philadelphia, }

Before me, an alderman of said city, personally appeared John Tucker, President, and P. C. Hollis, Treasurer, of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President.*
 P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 8th day of November, 1862.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$323,375 00
Amount of stock subscribed.....	323,375 00
Amount paid in as by last report.....	323,375 00
Total amount now paid in of capital stock, (and to remain permanently).....	323,375 00
Funded debt as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date of each dividend—January 20, and July 20, 1862.	
Rate per cent. per annum of each dividend—January 20, 5½ per annum; July 20, 5 per cent, the former being 11½, and the latter 10 per cent. per annum.	
Amount of capital on which the respective dividends were declared.....	323,375 00

This road is now permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road.

This company has now no other source of income than that which is derived from the lease, which will yield the stockholders a net dividend of ten per cent. per annum, clear of all taxes.

MILL CREEK AND MINE HILL

Names and Residence of Officers.

Directors.	Post office address.
SAMUEL NORRIS	PHILADELPHIA, PA.
RODNEY FISHER	PHILADELPHIA.
A. HEWSON	PHILADELPHIA.
CHARLES E. SMITH	PHILADELPHIA.
J. D. STEELE	POTTSTOWN.
JOHN TUCKER, PRESIDENT	PHILADELPHIA.
P. C. HOLLIS, SECRETARY AND TREASURER	PHILADELPHIA.

(No. 40.)

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, John C. Cresson, President, and Samuel Mason, Treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) JOHN C. CRESSON, *President*
 SAMUEL MASON, *Treasurer*.

Affirmed and subscribed before me, this 6th day of December, 1862.

WILLIAMS OGLE, *Alderman*.

** Stock and Debt.*

Capital stock as authorized by law.....	\$3,250,000 00
Amount of stock subscribed.....	3,250,000 00
Amount paid in as by last report.....	3,250,000 00
Total amount now paid in of capital stock.....	3,250,000 00
Total amount now of floating and funded debt.....	None.
Date of each dividend: January and August, 1862.	
Rate per cent. per annum of each dividend.....	4½ & 4 per ct.
Amount of capital on which the respective dividends were declared.....	<u>3,250,000 00</u>

Cost of Road and Equipment.

Total cost of road and equipment (not separated on company's books) by present report.....	<u>\$3,252,265 24</u>
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Characteristics of Road.

Length of main line of road.....	130 miles.
Length of road laid.....	130 "
Length of double track, including sidings.....	60½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 & 62 lbs.
Number of branch roads owned by company.....	1, & branches.
Roads leased by the company.....	None.
Number of engine houses and shops: 2 engine houses, 7 shops.	

(No first class passenger, baggage, mail and express cars.)

Number of freight cars, (rated as eight wheel cars,) and coal cars	45
Number of iron bridges.....	1
Number of wooden bridges.....	65
Large arched culverts.....	7
Number of railroads crossed at grade (Philadelphia and Reading and B. Mountain and Mahanoy).....	2
Number of depots on main road.....	2
Number of wood and water stations on main road.....	2 wood, 8 water.
Value of real estate, held by the company.....	\$75,903 20
(No tunnels.)	

How is track laid, and on what foundation? Cross ties, with earth and stone bed.

Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains, about.....	25,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour) about.....	20
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	8
Average weight in tons of freight trains, exclusive of freight,	about 350

The amount of freight, specifying the quantity in tons.

Anthracite coal (tons of 2,240 lbs.).....	1,593,634 09
Merchandise do	16,070 10
Total, coal and merchandise.....	1,609,704 19

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

Expenses.

Expenses of motive power.....	\$181,840 87
Do.....road	95,642 06
Separate accounts not kept in conformity with queries.	

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$2,221 84
freight.....	444,696 31
Total.....	<u>451,918 15</u>

Payments other than for Construction.

For dividends.....	\$276,250 00
Total amount of surplus fund.....	<u>87,754 24</u>

Accidents.

No passengers killed or injured; employees, 1 injured; others, 2 injured.
Total, 3 injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862. James Levins, knee crushed by coupling cars.

“ Two boys, (names not known,) legs injured; caused by climbing on cars whilst in motion.

Names and Residence of Officers.

Directors.	Post office address.
SAMUEL MASON.....	PHILADELPHIA.
JOHN SWEZEY.....	PHILADELPHIA.
JEREMIAH HARKER.....	PHILADELPHIA.
MORDECAI L. DAWSON.....	PHILADELPHIA.
SAMUEL WELSH.....	PHILADELPHIA.
J. PEMBERTON HUTCHINSON.....	PHILADELPHIA.
JOSHUA W. ASH.....	PHILADELPHIA.
S. MORRIS WALN.....	PHILADELPHIA.
ALEXANDER J. DERBYSHIRE.....	PHILADELPHIA.
FREDERICK FRAILEY.....	PHILADELPHIA.
JOHN C. CRESSON.....	PRESIDENT.
SAMUEL MASON.....	TREASURER.
WILLIAM BIDDLE.....	SECRETARY.
RUFUS A. WILDER.....	SUPERINTENDENT.

(No. 41.)

MOUNT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared John R. White, President, and William Robinson, Jr., Treasurer, of the Mount Carbon railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN R. WHITE, *President.*

WM. ROBINSON, Jr., *Treasurer.*

Sworn and subscribed before me, this 22d day of November, 1862.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.	200,000 00
Total amount now paid in of capital stock.....	200,000 00
No debt.	

Date of each dividend—November 21, 1861, and July 3, 1862.

Rate per cent. per annum of each dividend—3 per cent. each dividend, or 6 per cent. per annum.

Amount of capital on which the respective dividends were declared.....	200,000 00
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Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road.....	<u>\$203,259 58</u>	<u>\$203,259 58</u>

NOTE.—No discrimination is made on the books as to the items of road-way, say graduation, bridges, road-way, &c. It is a road without equipment, being a lateral for coal, and it has no engine houses or stations.

Characteristics of Road.

Length of main line of road, from Mount Carbon to the Forks, 1½ miles; thence to Mine Hill, with two branches—in all. .	7 miles.
Length of road laid	7 "
Length of double track, including sidings.....	4 "

Gauge of road..... 4 ft. 8½ in.
 Weight of rail per yard on main track—about..... 50 pounds.
 There is no equipment whatever.
 There are no bridges that deserve the name.
 No railroad crossed at grade, no depots, and no stations.
 No real estate, except the side-land, which is included in cost
 of road-way.
 How is track laid, and on what foundation? On stone ballast.

Doings of the year in Transportation, and total miles run.

The company does not transport. The passenger cars of the Reading railroad company pass over the road with motive power furnished by that company, half mile—say from Mount Carbon to Pottsville. We have no account of the number of passengers.

The same company provides motive power for its own coal cars, and those of the Schuylkill navigation company, as well as for other freight cars coming to our junction (at Mount Carbon) with the Philadelphia and Reading railroad.

The amount in freight, specifying the quantity in tons.

The tonnage of the year was 126,430 tons 12 cwt. gross, equal to 141,601½ tons of 2,000 pounds; all being coal, except inconsiderable fractions of building materials, iron ore, iron, &c., all subject to the same tolls, and therefore not separated in the accounts of the company.

The rate of fare for Passengers, charged for the respective classes per mile, as follows:

Under an agreement with the Philadelphia and Reading railroad company, we charge them nothing on passengers.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

The Philadelphia and Reading railroad company now maintain and operate the road at their own expense.

Receipts from all Sources.

Under an agreement with the Philadelphia and Reading railroad company, our receipts, being conditioned on tonnage, are at present at the rate of fourteen thousand dollars per annum.

Payments other than for Construction.

For dividends.....	\$12,000 00
The balance of profit and loss account is.....	7,435 51

MOUNT CARBON

Accidents.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
JOHN A. BROWN.....	PHILADELPHIA.
WILLIAM R. WHITE.....	PHILADELPHIA.
GEORGE H. BOKER.....	PHILADELPHIA.
SAMUEL H. PERKINS.....	PHILADELPHIA.
JOSEPH PEROT.....	PHILADELPHIA.
HENRY D. SHERRARD.....	PHILADELPHIA.
JOHN F. GILPIN.....	PHILADELPHIA.

One vacancy.

JOHN R. WHITE, PRESIDENT..... 316 WALNUT STR., PHILADELPHIA.
 WM. ROBINSON, JR., TREASURER AND SECRETARY.. 316 WALNUT STR., PHILADELPHIA.
 MICHAEL BRIGHT, SUPERINTENDENT..... POTTSVILLE, SCHUYLKILL CO., PA.

(No. 42.)

MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia City, }

Before me, an alderman of said city, personally appeared John Tucker, President, and P. C. Hollis, Treasurer, of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President*,
 P. C. HOLLIS, *Treasurer*.

Sworn and subscribed before me, this 8th day of November, 1862.

JOHN WHITE, *Alderman*.

Stock and Debt.

Capital stock, as authorized by law.....	\$282,350 00 and will remain so permanently.
Amount of stock subscribed.....	
Amount paid in as by last report.....	
Total amount now paid in of capital stock.....	
Funded debt as per last report.....	None.
Total amount now of funded debt.....	
Floating debt, as by last report.....	
The amount now of floating debt.....	
Total amount now of floating and funded debt.....	
Date of each dividend—January 20, and July 20, 1862	
Rate per cent. per annum of each dividend.....	12 per cent.
Amount of capital on which the respective dividends were declared.....	\$282,350 00

This road is now permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road.

This company has no other income or earnings than that derived from the lease, which will yield to the stockholders semi-annual dividends of twelve per cent. per annum clear of State, but exclusive of United States taxes.

MOUNT CARBON AND PORT CARBON.

Names and Residence of Officers.

Directors.	Post office address.
SAMUEL NORRIS.....	PHILADELPHIA.
RODNEY FISHER.....	PHILADELPHIA.
A. HEWSON.....	PHILADELPHIA.
CHARLES E. SMITH.....	PHILADELPHIA.
J. D. STEELE.....	POTTSTOWN, PA.
JOHN TUCKER, PRESIDENT.....	PHILADELPHIA.
P. C. HOLLIS, TREASURER AND SECRETARY.....	PHILADELPHIA.

(No. 43.)

. MAHANoy AND BROAD MOUNTAIN.

STATE OF PENNSYLVANIA, } ss:
 City of Philadelphia, }

Personally appeared, Charles C. Brock, Treasurer of the Mahanoy and Broad Mountain railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed,) CHARLES C. BROCK, *Treasurer.*

Affirmed and subscribed before me, this 29th day of November, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law (with power to increase),	\$250,000 00
Amount of stock subscribed.....	250,000 00
Total amount now paid in of capital stock.....	228,398 00
Total amount now of funded debt.....	250,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	250,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.

The road has lately gone into operation and is now in course of construction.

Cost of Road and Equipment.

	By present report.
For graduation, masonry and bridges.....	\$204,454 56
Superstructure, including iron and inclined plane.....	214,021 13
Engine and car houses, machine shops, machinery and fixtures,	6,537 31
Land, land damages and fences	8,240 95
Engineering and agencies.....	15,633 80
Total cost of road and equipment.....	448,887 75

Characteristics of Road.

Length of main line of road, from Mill Creek R. R. Junction to Locustdale.....	14 ⁶ / ₁₀ miles.
Length of road laid.....	31 "

MAHANAY AND BROAD MOUNTAIN

Length of double track, including sidings.....	3 miles
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60, 62 & 68 lbs.
Number of branch roads owned by company.....	8
Number of engine houses and shops.....	1
Number of iron bridges.....	2
Number of wooden bridges.....	4
Number of stone bridges.....	1
Number of railroads crossed at grade.....	1
Number of depots on main road.....	2
Number of wood and water stations on main road.....	3
How is track laid, and on what foundation? Broken stone, coal dirt and sub-grade.	

Payments other than for Construction.

For interest	<u>\$1,158 72</u>
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Names and Residence of Officers.

Directors.	Post office address.
JOHN P. BROCK.....	PHILADELPHIA.
JOHN GIBSON.....	PHILADELPHIA.
J. H. TOWNÉ.....	PHILADELPHIA.
H. C. GIBSON.....	PHILADELPHIA.
JOHN BANCROFT.....	PHILADELPHIA.
JOE. S. LEWIS.....	PHILADELPHIA.
J. DUTTON STEELE.....	POTTSTOWN.
F. B. KAERCHER.....	POTTSVILLE.
DAVIS PEARSON.....	PHILADELPHIA.
CHARLES E. SMITH.....	PHILADELPHIA.
E. A. MENCH.....	PHILADELPHIA.
GEO. C. POTTS.....	PHILADELPHIA.
JOHN P. BROCK, PRESIDENT.....	PHILADELPHIA.
CHARLES C. BROCK, TREASURER.....	PHILADELPHIA.
E. S. BROCK, SECRETARY.....	PHILADELPHIA.
N. F. JONES, SUPERINTENDENT.....	ASHLAND, SCHUTTKILL CO.

(No. 44.)

NORTHERN CENTRAL.

STATE OF PENNSYLVANIA, } ss:
Dauphin County,

Personally appeared A. B. Warford, President, and J. S. Leib, Treasurer, of the Northern Central railroad company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) A. B. WARFORD, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 13th day of January, 1863.

WILLIAM KLINE, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law	\$8,000,000 00
Amount of stock subscribed	*2,260,000 00
Amount paid in as last report	*2,260,000 00
Total amount now paid in of capital stock	*2,260,000 00
Funded debt, as per last report	5,133,000 00
Total amount now of funded debt	5,150,000 00
Floating debt, as by last report.—See last report.	
The amount now of floating debt, none—Surplus of assets.	
Total amount now of floating and funded debt	5,150,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment	\$8,228,731 03	\$8,339,969 29

(Particulars not known—including real estate.)

Characteristics of Road.

Length of main line of road, from Baltimore to Sunbury	138 $\frac{4}{10}$ miles.
Length of road laid	138 $\frac{4}{10}$ "
Length of double track, including sidings	20 "

* Each including \$200,000 held by city of Baltimore, subject to ordinance of No. 57 of 1864, and \$216,750 held by company.

Guage of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 pounds.
Number of branch roads owned by company.....	None.
Roads leased by the company (Wrightsville, York and Gettysburg railroad).....	1
Number of engine houses and shops—one main shop, 3 secondary.	
Number of engine houses.....	51
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,000).....	28
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$800).....	9
Number of freight cars, rated as eight wheel cars, (average cost of each \$450).....	450
Number of coal cars, rated as eight wheel cars, (average cost of each \$350).....	500
Number of iron bridges.....	11
Number of wooden bridges.....	167
Number of stone bridges.....	3
Number of railroads crossed at grade—Cumberland Valley, Pennsylvania, Treverton, Lykens Valley and Shamokin Valley.	
Number of depots on main road, including station houses.....	12
Number of wood and water stations on main road.....	17
Value of real estate held by the company.....	\$316,582 52
Number of tunnels, (length 300 feet).....	1
How is track laid, and on what foundation? On cross ties, rail, broken joint, on stone ballast.	

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	263, 156
Number of miles run by freight and coal trians.....	626, 100
Number of through passengers for the year on main road—unable to give this information.	
Number of passengers (all classes) carried in cars—unable to give this information.	
Number of tons of 2,000 lbs. of through freight, for the year on main road; also gross amount of tonnage for the year,	539, 295, 722½
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, including stops, (miles per hour).....	20

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Average rate of speed adopted by freight trains, including stops, (miles per hour).....	8
Average weight in tons of passenger trains, exclusive of passengers and baggage—unable to give this information.	
Average weight in tons of freight trains, exclusive of freight,	160 tons.

The amount of freight, specifying the quantity in tons.

Anthracite coal.....(for ten months, ending Oct. 31, 1862,)	177,244 ¹⁷¹² ₂₀₀₀
Bituminous coal.....do.....do.....do.....	2,869 ²³⁹ ₂₀₀₀
Pig iron.....do.....do.....do.....	8,694 ¹⁹² ₂₀₀₀
Railroad iron.....do.....do.....do.....	5,993 ⁹³⁸ ₂₀₀₀
Other iron or castings.....do.....do.....do.....	6,338 ¹⁹⁹⁹ ₂₀₀₀
Iron and other ores.....do.....do.....do.....	8,026 ¹²⁴¹ ₂₀₀₀
Lime and limestone.....do.....do.....do.....	20,990 ⁶⁵³ ₂₀₀₀
Agricultural products.....do.....do.....do.....	71,231 ³¹ ₂₀₀₀
Merchandise.....do.....do.....do.....	47,120 ⁵¹² ₂₀₀₀
Manufactures.....do.....do.....do.....	45,076 ⁹³⁵ ₂₀₀₀
Live stock.....do.....do.....do.....	63,300 ¹²⁸⁸ ₂₀₀₀
Lumber.....do.....do.....do.....	41,706 ¹²⁰ ₂₀₀₀
Other articles.....do.....do.....do.....	40,702 ¹⁹⁹⁹ ₂₀₀₀
Total.....	539,295 ⁷²⁹ ₂₀₀₀

The rate of Fare for Passengers charged for the respective Classes per mile, as follows:

For first class through passengers.....	2 ¹ ₂ cents.
For first class way passengers.....	3 ⁹ ₁₀₀ "
For second class through passengers.....	2 ⁶ ₁₀₀ "
For emigrant through passengers.....	1 ¹ ₄ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Total.....	\$265,699 92
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Repairs of Machinery.

Total.....	213,986 52
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NOTE.—Unable to furnish the other particulars here required, viz: distribution of expenses and statement thereof to passenger and freight transportation respectively.

Operating the Road.

Total.....	402,477 05
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Total cost of road and real estate.	882,163 49
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NORTHERN CENTRAL

Receipts from all Sources.

Receipts from passengers.....	\$438,206 98
freight.....	1,044,168 89
mail transportation.....	26,100 00
use of freight cars—included in freight.	
interest.....	4,072 28
other sources.....	336,878 86
Total.....	<u>1,849,426 31</u>

Payments other than for Construction.

For transportation expenses..	\$882,163 49
For interest.....	311,003 19
For surplus funds.....	585,665 47
For other payments.....	70,594 16
Total.....	<u>1,849,426 31</u>
Total amount of surplus fund.....	<u>860,854 98</u>

Accidents.

Do not know.

Names and Residence of Officers.

Directors.	Post office address.
CHARLES GEO. RIDGELY.....	BALTIMORE. MD.
WILLIAM D. MILLER.....	BALTIMORE, MD.
JOHN A. WRIGHT.....	LEWISTOWN, PA.
E. C. BIDDLE.....	PHILADELPHIA.
JOSEPH D. POTTS.....	WILLIAMSPORT.
WILLIAM COLDER.....	HARRISBURG.
GEORGE SMALL.....	BALTIMORE, MD.
B. F. NEWCOMER.....	BALTIMORE, MD.
HENRY WELSH.....	YORK, PA.
JOHN B. PACKER.....	SUNBURY.
J. D. CAMERON.....	HARRISBURG.
J. R. EBY.....	HARRISBURG.
A. E. KAPP.....	NORTHUMBERLAND.
FAIRMAN ROGERS.....	PHILADELPHIA.
A. B. WARFORD, PRESIDENT.....	HARRISBURG, PA.
J. S. LEIB, TREASURER.....	BALTIMORE, MD.
ROBERT S. HOLLIS, SECRETARY.....	BALTIMORE, MD.
J. N. DU BARRY, GENERAL SUPERINTENDENT.....	HARRISBURG, PA.
STEPHEN LITTLE, AUDITOR.....	BALTIMORE, MD.
ED. S. YOUNG, GENERAL FREIGHT AND PASSENGER AGENT.....	BALTIMORE, MD.

(No. 45.)

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Franklin A. Comly, President, and William Wister, Treasurer, of the North Pennsylvania railroad company, and in due form of law made oath and affirmation, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law (with privilege of increasing).....	\$1,500,000 00
Amount of stock subscribed.....	3,149,000 00
Amount paid in as by last report.....	3,149,000 00
Total amount now paid in of capital stock.....	3,145,350 00
Funded debt as per last report.....	2,850,000 00
Total amount now of funded debt.....	3,097,822 50
Floating debt, as by last report.....	73,817 83
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	3,097,822 50
Avg rate per cent. per annum, of interest on funded debt,	<u><u>6⁴⁶/₁₀₀ per cent.</u></u>

Cost of Road and Equipment.

	By last report.	By present report.
For graduation, masonry and bridges.	\$2,472,554 17	\$2,472,554 17
Superstructure, including iron.....	746,112 66	746,112 66
Passenger and freight stations, buildings and fixtures.....	57,943 40	73,039 06
Engine and car houses, machine shops, machinery and fixtures.....	55,153 44	55,153 44
Land, land damages and fences.....	589,473 28	589,473 28
Locomotives and fixtures, and snow plows,	188,514 08	188,514 08
Passenger and baggage cars.....	68,560 44	68,560 44
Freight and other cars.....	182,314 71	182,314 71
Engineering and agencies.....	131,664 22	131,664 22
Discount, interest, &c.....	1,372,895 88	1,372,895 88
Total cost of road and equipment.	5,865,186 28	5,880,281 94

Characteristics of Road.

Length of main line of road, from Philadelphia to Bethlehem,	55 miles.
Length of road laid.....	68 $\frac{80}{100}$ "
Length of double track, including sidings.....	8 $\frac{80}{100}$ "
Gauge of road.....	4 $\frac{71}{100}$ feet.
Weight of rail per yard on main track.....	56 to 64 lbs.
Number of branch roads owned by company.....	2
Roads leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	18
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,300).....	16
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	9
Number of freight cars, rated as eight wheel cars, (average cost of each \$481,).....	148
Number of coal cars, rated as four wheel cars, (average cost of each, \$260,).....	429
Number of iron bridges.....	3
Number of wooden bridges.....	7
Number of railroads crossed at grade.....	No steam roads.
Number of stations on main road.....	28
Number of wood and water stations on main road.....	9
Value of real estate, held by the company.....	\$380,935 49
Number of tunnels, 2; length of each—one, 2,160 feet, and one 500 feet.	.

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How is track laid, and on what foundation? Large cross ties, wrought iron chairs nine inches in length, and broken stone ballast.

Doings of the year in Transportation and total miles run.

Number of miles run by passenger trains.....	170,405
Number of miles run by freight and coal trains.....	93,693
Number of through passengers for the year on main road....	33,184
Number of passengers (all classes) carried in cars.....	294,915
Number of tons of 2,000 lbs. of through freight, for the year on main road; also gross amount of tonnage for the year,	207,729 ¹ / ₁₀
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour).....	18
Average rate of speed adopted by express trains, (including stops).....	23
Av'g rate of speed adopted by freight trains, (including stops),	9

The amount of Freight, specifying the quantity in Tons.

	Net tons. cwt.
Anthracite coal.....	120,441 12
Bituminous coal.....	319 10
Pig iron.....	12,359 05
Railroad iron and other iron castings.....	1,681 14
Iron and other ores.....	11,532 11
Lime and limestone.....	4,647 18
Agricultural products.....	7,361 04
Merchandise.....	30,750 15
Manufactures.....	795 00
Live stock.....	105 05
Lumber.....	13,356 12
Other articles.....	4,347 18
Total.....	207,729 04

The rate of fare for Passengers, charged for the respective classes, per mile, as follows:

For first class through passengers.....	2.64 cents.
For first class way passengers.....	"

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transp't'n.
Repairs of road bed and railway, excepting cost of iron.....	\$22,826 83	\$15,806 00	\$7,020 83
Repairs of buildings.....	3,040 95	2,040 95	1,000 00
Repairs of fences and gates.....	355 42	245 00	110 42
Taxes on real estate.....	2,186 16	1,490 09	696 07
Total.....	28,409 50	19,582 04	8,827 32
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$11,527 26	\$5,707 98	\$5,819 28
Repairs of passenger and baggage cars.....	2,129 06	2,129 06	.....
Repairs of freight cars.....	5,020 47	.....	5,020 47
Repairs of tools and machinery in shops.....	2,599 58	1,299 00	1,300 58
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, about	7,250 00	4,200 50	3,049 50
Total.....	28,526 37	13,336 54	15,189 83

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EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Office expenses, stationery, &c.....	\$11,150 00	\$6,250 00	4,900 00
Agents and clerks.....	7,499 14	3,290 10	4,209 04
Labor—loading and unloading freight.....			
Porters, watchmen and switch tenders.....	4,977 00	1,670 00	3,307 00
Wood and water station attendance.....	2,350 60	810 00	1,540 60
Conductors, baggage masters and brakemen.....	13,891 00	7,060 00	6,831 00
Engineermen and firemen.....	13,842 50	6,702 50	7,140 00
Fuel—cost and labor for preparing for use.....	22,229 25	12,212 50	10,016 75
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,962 18	1,400 00	1,562 18
Loss and damage of goods and baggage.....	853 01	.....	853 01
Shoveling snow.....	208 79	130 79	78 00
General superintendence.....	1,500 00	750 00	750 00
Contingencies, (being items not included in above list,) about.....	39,000 00	16,000 00	23,000 00
Total.....	120,463 47	56,275 89	64,187 58

NORTH PENNSYLVANIA

Receipts from all Sources.

Receipts from passengers.....	\$139,947 09
freight.....	238,471 35
mail transportation.....	2,756 01
use of freight cars.....	5,234 17
interest.....	1,646 54
Total.....	388,055 16

Payments other than for Construction.

For transportation expenses.....	\$177,399 20
For interest and coupons.....	109,837 09
Total.....	287,236 29

Accidents.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862. A man killed by driving a wagon across the track in front of an express train.

Names and Residence of Officers.

Directors.	Post office address.
JOHN BROCK.....	PHILADELPHIA.
JOHN JORDAN, JR.....	do.
ALGERNON S. ROBERTS.....	do.
J. GILLINGHAM FELL.....	do.
S. MORRIS WALN.....	do.
WM. C. LUDWIG.....	do.
ELLWOOD SHANNON.....	do.
EDWARD C. KNIGHT.....	do.
WILLIAM L. HIRST.....	do.
ALFRED HUNT.....	do.
SAMUEL MEGARGEE.....	do.
JOHN M'INTYRE.....	do.
FRANKLIN A. COMLY, PRESIDENT.....	PHILADELPHIA.
WILLIAM WISTER, TREASURER.....	do.
EDWARD ARMSTRONG, SECRETARY.....	do.
SOL. W. ROBERTS, SUPERINTENDENT.....	do.

(No. 46.)

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared J. B. Moorhead, President, and James S. Cox, Treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*

JAMES S. COX, *Treasurer.*

Affirmed and subscribed before me, this 20th day of January, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.	102,000 00
Total amount now paid in of capital stock.....	30,600 00

Cost of Road and Equipment.

	By present report.
For graduation and masonry.....	\$14,658 00
Superstructure, including iron	4,062 05
Engineering and agencies	2,628 30

Characteristics of Road.

Length of main line of road, from Mauch Chunk to Hometown,	13 miles.
Gauge of road.	4 ft. 8½ in.
Number of branch roads owned by company, (unfinished).....	2

NESQUEHONING VALLEY

Names and Residence of Officers.

Directors.	Post office address.
J. B. MOORHEAD.....	PHILADELPHIA, PA.
JAMES S. COX.....	PHILADELPHIA.
THOS. L. FOSTER.....	MAUCH CHUNK.
ERSKINE HAZARD.....	PHILADELPHIA.
SAMUEL HEPBURN.....	CARLEISLE.
JACOB P. JONES.....	PHILADELPHIA.
JOHN LEISENRING.....	MAUCH CHUNK.
ANDREW MANDERSON.....	BURLINGTON, N. J.
W. G. MOORHEAD.....	PHILADELPHIA.
SAMUEL E. STOKES.....	PHILADELPHIA.
W. H. TALCOTT.....	JERSEY CITY, N. J.
J. V. WILLIAMSON.....	PHILADELPHIA.
J. B. MOORHEAD, PRESIDENT.....	PHILADELPHIA.
JAMES S. COX, TREASURER AND SECRETARY.....	PHILADELPHIA.

(No. 47.)

NORTH LEBANON.

STATE OF PENNSYLVANIA, } ss:
 Lebanon County, }

Personally appeared John Krause, President, and Jacob Weidle, Treasurer of the North Lebanon railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed)

J. KRAUSE, *President.*JACOB WIEDLE, *Treasurer.*

Sworn and subscribed before me, this 12th day of November, 1862.

JOHN W. MISH, *N. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	149,550 00
Total amount now paid in of capital stock.....	*149,250 00
Funded debt as per last report.....	150,000 00
Total amount now of funded debt.....	144,000 00
Floating debt, as by last report.....	5,519 84
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	144,000 00
Average rate per cent. per annum, of interest on funded debt,	7 per cent.
Date of each dividend—July 7, 1862; the only dividend as yet declared.	
Rate per cent. per annum of each dividend.....	<u>6 per cent.</u>

Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry, bridges, superstructure, passenger and freight stations, buildings and fixtures, &c., &c....	\$263,816 13	\$263,816 13
Passenger, baggage, freight and other cars, engineering, agencies, &c., &c.....	42,890 10	42,890 10
Total cost of road and equipment.....	306,706 23	306,706 23

* There are 2,985 shares of stock paid in, at fifty dollars per share, and which are worth their par value. Three hundred dollars worth having been purchased by the company.

NORTH LEBANON

Characteristics of Road.

Length of main line of road, from Cornwall to the Union canal.....	7 miles 2,711 ft.
Length of road laid.....	do.
Length of double track, including sidings.....	1 mile 1,140 ft.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 pounds.
Number of branch roads owned by the company.....	3
No roads leased by company.	
Number of engine houses and shops.....	1
Number of engines.....	2
Freight cars, (rated as eight wheel cars,) average cost of each.....	\$440 00
Number of coal cars, (rated as eight wheel cars,) average cost of each \$440 00.).....	60
No iron bridges.	
Number of wooden bridges.....	13
Number of roads crossed at grade.....	1
Number of depots on main road.....	1
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road,	\$500 00
How is track laid, and on what foundation? On broken limestone.	

Doings of the year in Transportation and total Miles Run.

Number of miles run by freight trains.....	8,400
Number of tons of 2,000 lbs. of through freight, for the year	
on main road.....	199,021 ~~1,888~~ ~~2,000~~
Gross amount of tonnage for the year.....	177,698 tons 1 cwt. and 2 qrs.
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	12
Average weight in tons of freight trains, exclusive of freight,	200 tons.

The amount of Freight, specifying the quantity in tons.

Anthracite coal.....	33,080 tons gross.
Pig iron.....	23,032 tons 15 cwt.
Iron ores.....	109,092 tons 15 cwt. 3 qrs. gross.
Lime and limestone.....	9,475 tons 16 cwt. 2 qrs. gross.
Miscellaneous.....	835 tons 6 cwt. 1 qr. gross.
Other articles—copper ore.....	2,181 tons 8 cwt.
Total.....	177,698 tons 1 cwt. 2 qrs. gross.

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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$3,212 01
Taxes on real estate.....	2 00
Total.....	<u>3,214 01</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$150 00
Repairs of freight cars.....	850 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,385 58
Total.....	<u>2,385 58</u>

Operating the Road.

Office expenses, stationery, agents and clerks, salaries of off- cers, &c.....	\$1,849 00
Conductors, baggage masters and brakemen.....	1,092 00
Engineermen and firemen.....	1,020 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	395 49
General superintendence.....	300 00
Contingencies	184 49
Total.....	<u>4,840 98</u>

Receipts from all Sources.

Receipts from freight.....	\$38,115 08
use of freight cars.....	3,794 10
interest.....	8,100 46
Total.....	<u>45,009 64</u>

Payments other than for Construction.

For transportation expenses.....	\$4,232 00
For dividends.....	8,955 00
For interest.....	10,500 00
For surplus funds.....	21,322 64
Total.....	<u>45,009 64</u>

NORTH LEBANON

Total amount of surplus fund, (being outstanding claims due the company)..... \$125,350 23

And out of which the bonds are to be paid as they mature, which the company owe.

Accidents.

No accidents.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
JOHN KRAUSE.....	LEBANON, PA.
R. W. COLEMAN.....	LEBANON.
JACOB WEIDLE.....	LEBANON.
D. S. HAMMOND.....	LEBANON.
JAMES L. REYNOLDS.....	LANCASTER.
JACOB READEL.....	LEBANON.
Col. W. G. FREEMAN.....	WASHINGTON, D. C.
JOHN KRAUSE, PRESIDENT.....	LEBANON.
JACOB WEIDLE, TREASURER.....	LEBANON.
JOHN W. MISH, SECRETARY.....	LEBANON.
BEALE FEW, SUPERINTENDENT.....	LEBANON.

(No. 48.)

NEW YORK AND MIDDLE COAL FIELD.

NEW YORK AND MIDDLE COAL FIELD R. R. AND COAL CO., }
Office, 204 South Fourth Str., Philadelphia, Nov. 19, 1862. }

TO THOMAS E. COCHRAN, *Auditor General*:

DEAR SIR:—I duly received your circular of the 6th ultimo, and in reply state, that this company have no railroad, and is merely a coal company. I enclose you appraisement of our capital stock in conformity to law.

Respectfully,

JOHN BINGHAM, *President*.

(No. 49.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss.
 Philadelphia, }

Personally appeared, Josiah Bacon, President pro tem., and Thos. T. Firth, Treasurer, of the Pennsylvania railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) JOSIAH BACON, *President pro tem.*

THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me this 8th day of December, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$20,000,000 00
Amount paid in as by last report.....	13,272,310 00
Total amount now paid in of capital stock.....	13,274,600 00
Funded debt, as per last report.....	9,537,400 00
Total amount now of funded debt.....	9,527,400 00
Floating debt, as by last report.....	393,500 00
The amount now of floating debt.....	43,000 00
Average rate per cent. per annum, of interest on funded debt.....	6 per cent.
Date of each dividend: May 1st, 1862; Nov. 1st, 1862.	
Rate per cent. per annum of each dividend.....	4 per cent.
Amount of capital on which the respective dividends were declared: May, \$13,274,100; November, \$13,274,600.	

Cost of Road and Equipment.

	By last report.	By present report.
Cost of construction.....	\$16,851,558 45	\$17,641,048 80
Equipment of road.....	3,273,442 25	4,165,803 96
Total cost of road and equipment..	20,125,000 70	21,806,852 76

RAILROAD REPORT.

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Characteristics of Road.

Length of main line of road, from Philadelphia to Pittsburg,	355 $\frac{66}{100}$ miles
Length of road laid.....	411 $\frac{4}{10}$ "
Length of double track, including sidings.....	318 "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60, 64, 67 & 83 lbs.
Number of branch roads owned by company.....	2
Roads leased by the company.....	5
Number of engine houses and shops.....	6
Number of engines.....	253
Number of first class passenger cars—rated as eight wheel cars—(average cost of each, \$2,000).....	113
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$828).....	44
Number of freight cars—rated as eight wheel cars—(average cost of each \$494).....	3,471
Number of coal cars (average cost of each \$494).....	400
Number of iron bridges.....	81
Number of wooden bridges.....	57
Number of stone bridges (of 24 feet span and upwards).....	17
Number of railroads crossed at grade.....	
Number of depots on main road : 56 passenger and 46 freight.	
Number of wood and water stations on main road : 41 wood and 65 water stations.	
Number of tunnels : 8, length of each—200, 900, 1,200, 3,612, 650, 300, 450 and 450 feet.	
How is track laid, and on what foundation ? On cross ties, laid on broken stone ballast twelve inches in depth.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	1,143,739
Number of miles run by freight trains.....	3,710,437
Number of miles run by coal trains.....	Not run separately.
Number of miles run by ballast and distributing trains.....	182,433
Number of through passengers for the year on main road ; also passengers of all classes carried in cars.....	1,089,659
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	496,422
Gross amount of tonnage for the year.....	1,989,126
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	24

Average rate of speed adopted by express trains, (including stops)	27
Average rate of speed adopted by freight trains, (including stops,).....	12
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	120
Average weight in tons of freight trains, exclusive of freight...	250

The amount of Freight, specifying the quantity in tons.

Products of forest.....	81,819
Products of animals.....	177,312
Vegetable food.....	225,045
Other agricultural products.....	87,912
Manufactures....	160,990
Merchandise.....	392,674
Other articles.....	32,233
Coal, iron and other ores.....	831,141
Total	<u>1,989,126</u>

NOTE.—This account had been made up for nearly eleven months, as per the form of 1861, and could not be changed in time to make the return.

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	2½ to 3 cts.
For emigrant through passengers.....	<u>1½ cents.</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs of road bed and railway, excepting cost of iron.....	\$647,384 81	\$258,953 92	\$388,430 89
Repairs of buildings.....	119,142 63	47,657 05	71,485 58
Taxes on real estate.....	2,204 24	881 69	1,322 55
Total.....	768,731 68	307,492 66	461,239 02
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$385,212 65	\$154,085 06	\$231,127 59
Repairs of passenger and baggage cars.....	88,376 00	88,370 00	.....
Repairs of freight cars.....	278,994 59	.....	278,994 59
Repairs of tools and machinery in shops.....	51,825 78	20,730 31	31,095 47
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	340,163 85	136,065 54	204,098 31
Total.....	1,144,566 87	399,250 91	745,315 96

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Office expenses, stationery, &c.....	\$735,789 67	\$294,315 87	\$441,473 80
Agents and clerks.....	127,893 83	51,157 53	76,736 30
Labor—loading and unloading freight.....	72,031 62	.....	72,031 62
Porters, watchmen and switch tenders.....	28,464 91	11,385 96	17,078 95
Wood and water station attendance.....	16,595 30	6,638 12	9,957 18
Conductors, baggage masters and brakemen.....	272,338 93	108,935 57	163,403 36
Engineermen and firemen.....	210,784 06	40,523 29	170,260 77
Fuel, and cost of labor for preparing for use.....	303,753 00	121,501 20	182,251 80
Oil and waste for engines and tenders, passenger, baggage and freight cars,	59,092 67	23,637 45	35,456 22
Loss and damage of goods and baggage.....	63,462 15	6,011 33	57,440 82
Shoveling snow.....	3,202 36	1,280 95	1,921 41
General superintendence.....	26,647 15	10,658 89	15,988 26
Total.....	1,920,046 65	676,046 16	1,244,000 49

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$1,757,280 08
freight.....	7,552,137 16
mail transportation.....	74,492 05
interest.....	35,797 52
other sources.....	724,031 97
Total.....	10,143,738 78

Payments other than for Construction.

For transportation expenses.....	\$4,156,597 67
For dividends.....	987,564 00
For interest.....	587,806 26
Total.....	5,731,967 93
Total amount of surplus fund.....	\$4,411,770 75

Accidents.

	A		B		C		TOTAL	
	PASSENGERS.		EMPLOYEES.		OTHERS.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
November, 1861,.....		1		3	7		7	4
December.....		1	5	13	2	3	7	17
January....1862,.....			1	1	1	4	2	5
February.....			3	4	6	1	9	5
March.....			1	1	6	4	7	5
April.....			3	1	2	2	5	3
May.....		5	4	2	2	1	6	8
June.....		3		3	2	2	2	8
July.....	*1		1	4	3	2	4	6
August.....	*3			2	5	2	6	4
September.....	†1	1	2	2	2	3	8	6
October.....	*1		2	2	1	3	4	5
Total.....	6	11	22	38	39	27	67	76

* Soldiers.

† Drover.

The following is a statement of the date of each accident, the place where, each person, and the name

DATE.	PLACE.	TRAIN.	NAME.	CLASS.
Nov. 4, 1861,	Bird in Hand.....	4th freight west.....	John Manahan.....	B..
Nov. 7, "	Near Indiana.....	Branch.....	James Beatty.....	C..
Nov. 8, "	Columbia.....	Several.....	J. H. Arms.....	C..
Nov. 11, "	Near West Chester....	W. C. Bran. pas. east,	Hannah Hughes.....	C..
Nov. 11, "	do.....	do.....	Wm. Williams.....	C..
Nov. 11, "	do.....	do.....	Deborah Hughes.....	C..
Nov. 7, "	Near Middletown.....	Mail east.....	Michael Flannagan....	A..
Nov. 19, "	Bennington.....	do.....	G. W. M'Kindley....	C..
Nov. 20, "	West Philadelphia.....	Yard service.....	Jesse Boyer.....	B..
Nov. 28, "	Parkesburg.....	3d C. D. freight east.	Jacob Wilson.....	B..
Nov. 29, "	Huntingdon.....	Coal.....	Patrick M'Laugblin..	C..
Dec. 3, "	Millerstown.....	2d freight west.....	William Hays.....	B..
Dec. 4, "	Mexico.....	Mail.....	J. Fletcher.....	A..
Dec. 4, "	Newton Hamilton.....	3d freight west.....	Daniel Fishar.....	B..
Dec. 4, "	do.....	do.....	Benj. Gashard.....	B..
Dec. 5, "	Near Huntingdon.....	1st ex. freight east....	John P. Anderson....	C..
Dec. 10, "	Radnor.....	2d.....do.....	Christian Wagner....	B..
Dec. 18, "	Near Cresson.....	Express pass. west....	Michael Burgoon.....	B..
Dec. 14, "	Near Harrisburg.....	Stock yard.....	John Danah.....	C..
Dec. 17, "	Near Downingtown.....	Waynesburg branch....	James Fogg.....	C..
Dec. 18, "	Near Huntingdon.....	Shifting train.....	D. M. Confer.....	B..
Dec. 25, "	Near Millerstown.....	Wreck.....	Benj. F. Shillabaugh,	B..
Dec. 25, "	do.....	do.....	Jacob G. Snyder.....	B..
Dec. 25, "	do.....	do.....	James I. Parker.....	B..
Dec. 25, "	do.....	do.....	L. I. Givler.....	B..
Dec. 25, "	do.....	do.....	Edward L. Caum.....	B..
Dec. 25, "	do.....	do.....	John Collabine.....	B..
Dec. 25, "	do.....	do.....	William Foster.....	B..
Dec. 25, "	do.....	do.....	Samuel Walkfield....	B..
Dec. 25, "	do.....	do.....	John Fritchey.....	B..
Dec. 25, "	do.....	do.....	W. D. Cramer.....	B..
Dec. 25, "	do.....	do.....	John Boddy.....	B..
Dec. 25, "	do.....	do.....	A. M. Smith.....	B..
Dec. 31, "	Green Tree Crossing...	1st local freight.....	D. C. Lee.....	C..
Dec. 31, "	do.....	do.....	Mary Lee.....	C..
Jan. 10, 1862,	Near Lewistown.....	4th ex. freight east....	Lambert Myers.....	C..
Jan. 11, "	Near Columbia.....	do.....	Benjamin Barge.....	B..
Jan. 18, "	Near Spruce Creek.....	2d freight east.....	Samuel Jobson.....	B..
Jan. 19, "	Harrisburg.....	3d.....do.....	M. Connell.....	C..
Jan. 22, "	Near Johnstown.....	1st fast freight west..	Margaret Mahan.....	C..
Jan. 25, "	Near West Chester.....	Accommodation.....	Nathan Jones.....	C..
Jan. 27, "	Near Lower Marietta....	Marietta do.....	Close.....	C..
Feb. 1, "	Columbia.....	Harrisburg passenger,	Franklin Wagner.....	C..
Feb. 1, "	Philadelphia.....	do.....	Unknown.....	C..
Feb. 1, "	Cresson.....	1st fast freight.....	William Bruce.....	B..
Feb. 1, "	do.....	do.....	James Kelley.....	B..
Feb. 1, "	do.....	do.....	Samuel Eichler.....	B..
Feb. 7, "	Radebaugh's tunnel....	Express passenger.....	Mary M'Lean.....	C..
Feb. 18, "	Johnstown.....	1st through freight....	Lewis James.....	C..
Feb. 17, "	Marietta.....	Local freight.....	George Fassick.....	B..
Feb. 17, "	Near Allegrippas.....	do.....	Unknown.....	C..
Feb. 18, "	Near W. Chester Int....	Express pass. east....	John White.....	C..
Feb. 19, "	Leman Place.....	do.....	Wm. Houston.....	B..
Feb. 19, "	Near Huntingdon.....	Huntingdou & B. Top,	J. N. Dillon.....	B..
Feb. 24, "	Near Columbia.....	Harrisburg acc.....	Nathaniel Miles.....	C..
Feb. 27, "	Near Newport.....	2d express freight....	James Berrard.....	B..
Mar. 1, "	Downingtown.....	do.....	David Neil.....	B..
Mar. 4, "	Harrisburg.....	Dauphin acc.....	Thomas Peipher.....	C..

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It occurred, the train, the cause and the extent of the injuries inflicted upon of such person, as follows:

CAUSE.	EXTENT.
Stepping from freight car to tender.....	Head cut slightly.
Lying on track drunk.....	Killed.
.....do.....	Killed.
{ Driving along road parallel to railroad—horse jumped or turned and threw them on the track.....	Killed.
Jumped off train while going.....	Leg cut off.
Standing on track.....	Killed.
Coupling cars.....	Arm crushed.
Running on train at night—no lamp.....	Slightly injured.
Lying on track drunk.....	Killed.
Knocked off train by water pipe.....	Seriously injured.
Jumped from train while in motion.....	Slightly injured.
{ Engineer stuck broom above safety valve levers and went to sleep—when he pulled out the engine exploded.....	Killed.
Driving carriage across the track.....	Injured.
Run over.....	Killed.
Jumped from eng. to pick up pick while ex. tr. west was passing.	Killed.
Run over.....	Killed.
Upsetting hand car of train.....	Killed.
Caught between two cars.....	Killed.
{ Collision between wreck engine No. 8, and 1st coal train east.	Slightly injured.
{ Driving horse across track.....	Injured.
Walking on track.....	Injured.
Fell off bridge over bank.....	Killed.
Fell off train.....	Leg cut off.
Walking on track.....	Seriously injured.
.....do.....	Injured.
.....do.....	Killed.
Lying on track drunk.....	Leg crushed.
Standing on track.....	Killed.
Crushed between freight cars.....	Killed.
Scalded badly.....	Injured.
Leg crushed.....	Died soon.
Scalded.....	Injured.
Walking on track.....	Killed.
Driving horse and sled across track.....	Injured slightly.
Coupling cars.....	Arm crushed.
Walking on track.....	Killed.
.....do.....	Killed.
Fell over abutment of bridge.....	Killed.
Thrown off car and run over.....	Killed.
Walking on track.....	Killed.
Coupling cars.....	Injured seriously.
.....do.....	Slightly injured.
Crossing track.....	Killed.

ACCIDENTS—

DATE.	PLACE.	TRAIN.	NAME.	DEATHS.
Mar. 4, 1862,	Near Manor.....	Express pass. west...	Joseph Mehaffey.....	C..
Mar. 4, "	do.....	do.....	James Bernard.....	C..
Mar. 6, "	Near Lancaster.....	Lancaster train east...	— Myers.....	C..
Mar. 6, "	Mt. Joy.....	Express pass. east...	J. Buzzard.....	C..
Mar. 6, "	Pittsburg.....	Express.....	Arthur Conner.....	C..
Mar. 11, "	Philadelphia.....	Delaware extension...	B. F. Showers.....	C..
Mar. 12, "	Irwin's.....	2d freight east.....	John Bennet.....	C..
Mar. 16, "	Marietta.....	Local freight west...	George Fisher.....	B..
Mar. 17, "	Near Pittsburg.....	Express pass. east...	— Thompson.....	C..
Mar. 26, "	Near Spruce Creek....	Mail east.....	Unknown.....	C..
April 10, "	West Philadelphia....	.....	Jacob Neal.....	B..
April 11, "	Near West Chester Int.	News express east...	Unknown.....	C..
April 21, "	Near Lancaster.....	1st local freight east,	Isaac Finkbine.....	B..
April 21, "	do.....	do.....	George Fisher.....	B..
April 22, "	Birmingham.....	2d through freight...	John M'Guire.....	C..
April 23, "	Pittsburg.....	Street train.....	Patrick Glenn.....	B..
April 26, "	do.....	Yard engine.....	James Cooper.....	C..
April 30, "	Patterson.....	Fast train.....	M. Priest.....	C..
May 6, "	Pittsburg.....	.....	Hugh Thompson.....	B..
May 8, "	Near St. Clair.....	2d fast freight west..	Andrew Topper.....	C..
May 10, "	Near Johnstown.....	2d through freight...	M. John Smith.....	C..
May 12, "	Near Mt. Joy.....	Fast line west.....	J. E. M'Gill.....	A..
May 12, "	do.....	do.....	M. Roman.....	A..
May 12, "	do.....	do.....	P. Keesmire and wife,	A..
May 12, "	do.....	do.....	Judge Smyser.....	A..
May 12, "	do.....	do.....	N. Ellmaker.....	A..
May 13, "	Downingtown.....	5th local freight east,	Herman Odell.....	B..
May 27, "	Harrisburg.....	Dauphin accom.....	W. H. Caslow.....	B..
May 29, "	Near Columbia.....	1st thro. freight west,	— Wolfersberger..	B..
May 30, "	Near Bolivar.....	Express pass. east...	John M'Ginley.....	C..
May 8, "	Near Lewistown.....	1st thro. freight west,	Wm. Marshall.....	B..
May 10, "	Conemaugh.....	.....	David Cople.....	B..
June 2, "	Marysville.....	.....	Unknown.....	C..
June 10, "	Chiques.....	8d thro. freight east..	— Rife.....	B..
June 12, "	Near Villa Nova.....	Mail west.....	Henry Beers.....	B..
June 17, "	Near Paoli.....	2d fast freight west..	H. Lavery.....	C..
June 18, "	Near Lilley's.....	1st ex. freight east...	James Bigler.....	B..
June 19, "	Near Tipton.....	Mail west.....	Wm. Miller.....	A..
June 22, "	Near Nineveh.....	Emg't pass. car west,	Clara Held.....	A..
June 22, "	do.....	do.....	Isaac Penne.....	A..
June 26, "	Near Wilmore.....	Through freight east,	Joseph Varner.....	C..
June 27, "	Near Leman Place....	Harrisburg acc. west,	Child of A. Ewing...	C..
July 3, "	West Philadelphia....	.....	A. Maxwell.....	B..
July 6, "	Petersburg.....	2d ex. freight west...	Wm. C. Martin.....	C..
July 10, "	Near Manor.....	Mail east.....	John M'Geary.....	C..
July 10, "	St. Clair.....	Express pass. east...	Thomas Woodwarth..	C..
July 12, "	Pittsburg.....	.....	Joseph Brown.....	B..
July 14, "	do.....	.....	Patrick Grant.....	B..
July 21, "	Near Brinton's.....	Express freight east..	William Sample.....	C..
July 22, "	Near Reesville.....	West Chester acc.....	George Earnshaw....	B..
July 26, "	Philadelphia.....	.....	Michael Hurley.....	B..
July 29, "	Near Braddock's.....	Brinton acc.....	John Hunter.....	C..
Aug. 4, "	Near Gallitzen.....	Fast line west.....	James Cunningham..	C..
Aug. 7, "	Harrisburg.....	8d ex. freight west...	Michael Ownis.....	C..
Aug. 8, "	Hill Side.....	1st ex. freight east...	Abalom Ogle.....	C..
Aug. 14, "	Dillerville.....	Cumb'd Valley freight	G. Bennewit.....	C..
Aug. 16, "	Near Lewistown.....	Extra follow'g ft. line,	John Anderson.....	A..
Aug. 19, "	Near Hill Side.....	Fast line east.....	Obadiah Foreshy....	C..
Aug. 20, "	Near Wilmore.....	Troop train east.....	John Stouffer.....	C..
Aug. 20, "	Near Lewistown.....	do.....	Theo Dougherty.....	B..
Aug. 28, "	Columbia.....		Hays Smith.....	B..

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CONTINUED.

CAUSE.	EXTENT.
Driving horse and wagon across the track.....	Killed.
.....do.....do.....	Killed.
Driving carriage.....	Slightly injured.
Struck by steps of car.....	Slightly injured.
Running across track.....	Killed.
Trying to jump on train.....	Foot crushed.
.....do.....do.....	Killed.
Fell off train.....	Killed.
Jumped from train.....	Arm brok. & seriously inj.
Woman walking on track.....	Killed.
Struck by engine while shoveling snow off track.....	Injured fatally, and died.
Struck by engine on bridge.....	Killed.
Engine No. 179 exploded.....	Killed.
.....do.....do.....	Injured.
Attempting to get on train.....	Arm broken.
Working on track on outer Department.....	killed.
Deaf mute—walking on track.....	Killed.
Standing on steps of Patterson house—struck by cylinder of eng.,	Seriously injured.
Working under car—run over.....	Killed.
Attempted to get on and was thrown under train.....	Killed.
Running across bridge in front of train.....	Seriously injured.
Train track cow at crossing.....	Injured slightly, head cut.
.....do.....do.....	Slightly injured.
.....do.....do.....	Slightly injured.
.....do.....do.....	Slightly injured.
.....do.....do.....	Slightly injured.
Fell off his train at bridge.....	Slightly injured.
Caught between cars while coupling.....	Seriously injured.
Working on track.....	Killed.
Walking on track.....	Killed.
Fell off train and was run over.....	Killed.
Fell under engine and was run over.....	Killed.
Found dead on track.....	Killed.
Cars thrown from track.....	Thigh broken and leg cut.
Working on north track—two trains passing.....	Seriously injured.
Crossing track—intoxicated.....	Killed.
Lying on track drunk.....	Seriously injured.
Jumped from train.....	Slightly injured.
Car thrown off track.....	Head cut severely.
.....do.....do.....	Slightly injured.
Trying to jump on train while in motion.....	Leg cut off.
Playing near track.....	Slightly injured.
Coupling cars in yard.....	Hand slightly crushed.
Jumped from train while in motion.....	Severely injured.
Waiting on train—two trains passed.....	Severely injured.
Deaf—stepped on track ahead of train.....	Killed.
Coupling cars.....	Slightly injured.
Caught between freight cars.....	Killed.
Drunk and struck by engine.....	Killed.
Jumped from engine.....	Seriously injured.
Shifting cars at Washington street wharf.....	Seriously injured.
Walking on track.....	Killed.
Found dead next morning.....	Killed.
Lying near track drunk.....	Seriously inj'd, run over.
Attempted to get on train and fell.....	Killed.
Supposed to have had a fit and got under cars.....	Killed.
Jumped from cars while in motion.....	Killed.
Struck by fast line—two trains passing.....	Killed.
Running on track—struck by engine.....	Seriously injured.
Jumped from engine for fear of collision.....	Seriously injured.
Attempted to jump on engine and slipped.....	Seriously injured.

DATE.	PLACE.	TRAIN.	NAME.	CLASS.
Aug. 28, 1892,	Summer Hill.....	Last thr. freight west,	Catharine Paul.....	O..
Sept. 8, "	Near Gallagherville....	Lancaster accom....	J. Benj. Haley, (child)	C..
Sept. 9, "	Near Conemaugh.....	.....	— Lindley.....	S..
Sept. 14, "	Near Chandler's.....	Cumb'd Valley freight	B. P. Martin.....	B..
Sept. 14, "	West Philadelphia.....	Harrisburg accom....	George Gwinn.....	C..
Sept. 15, "	Marysville.....	.....	John Veach.....	B..
Sept. 23, "	Grapéville.....	Through freight east,	Elijah Bricker.....	C..
Sept. 23, "	Huntingdon.....	do.....	John Madan.....	C..
Sept. 24, "	Near Parkesburg.....	Troop train east.....	A. E. Tyler.....	S..
Sept. 25, "	do.....	do.....	Elwood Mercer.....	S..
Sept. 25, "	do.....	do.....	C. Stephenson.....	S..
Sept. 25, "	Mount Union.....	3d local freight east..	Samuel Chency.....	A..
Sept. 26, "	Roherstown.....	Cumb'd Valley fr. east	John Otto.....	B..
Sept. 29, "	Derry.....	.....	J. C. Campbell.....	B..
Sept. 30, "	Philadelphia.....	.....	James Graham.....	C..
Oct. 2, "	Near Johnstown.....	Extra pass. west.....	George Updegraph..	C..
Oct. 3, "	Near Beatty's.....	Local freight west...	William Beatty.....	B..
Oct. 4, "	Harrisburg.....	Yard engine.....	M. Derry.....	S..
Oct. 22, "	Near West Chester....	West Chester acc....	Thomas Mitchell....	C..
Oct. 23, "	Harrisburg.....	2d express fr. west...	M. Zoracher.....	B..
Oct. 24, "	Near Lancaster.....	Cumb'd Valley fr. east	Mrs. Peter Ritcher..	C..
Oct. 27, "	Kittanning Place.....	1st thro. freight east,	Joseph Watson.....	B..
Oct. 29, "	Near Athensville.....	1st fast freight west..	John Reese.....	B..
Oct. 29, "	Bolivar.....	Fast freight east.....	Mary Coulter.....	C..

RAILROAD REPORT.

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CONTINUED.

CAUSE.	EXTENT.
Crossing track.....	Killed.
Standing on track.....	Seriously injured.
Fell from steps of passenger car—asleep.....	Seriously injured.
Found on track—supposed to have fallen off.....	Killed.
Found dead after train had passed.....	Killed.
Caught between bumper of cars.....	Severely injured.
Attempted to get on train while in motion.....	Severely injured.
Walking on track—two trains passing.....	Seriously injured.
Knocked from train by bridge.....	Killed.
..... do.....do.....	Killed.
..... do.....do.....	Killed.
4th local freight ran into drover's car on 8d local freight east....	Killed.
Thrown from his car by collision.....	Killed.
Caught between dead woods.....	Severely injured.
Run over by baggage car while going to passenger depot.....	Killed.
Riding between ex. and bag. car, and pass. car thrown from track,	Slightly injured.
Breaking of a passenger car.....	Severely injured.
Lying between cars drunk.....	Killed.
Walking on track—struck by engine.....	Slightly injured.
Caught between bumpers.....	Killed.
Crossing track ahead of train.....	Killed.
Train struck a rock.....	Killed.
Knocked off cars by bridge.....	Severely injured.
Attempted to cross in front of train.....	Severely injured.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
J. EDGAR THOMSON.....	18TH AND SPRUCE STREETS, PHILADELPHIA.
JOSIAH BACON.....	308 MARKET STREET, PHILADELPHIA.
THOMAS MELLON.....	716 SPRUCE STREET, PHILADELPHIA.
JOHN HULME.....	1729 WALNUT STREET, PHILADELPHIA.
G. D. ROSENGARTEN.....	1532 CHESTNUT STREET, PHILADELPHIA.
WISTER MORRIS.....	209 S. THIRD STREET, PHILADELPHIA.
GEO. W. CASS.....	PITTSBURG.
WM. H. SMITH.....	PITTSBURG.
SAMUEL T. BODINE.....	106 CHESTNUT STREET, PHILADELPHIA.
JOSEPH B. MYERS.....	PHILADELPHIA.
JOHN M. KENNEDY.....	132 DELAWARE AVENUE, PHILADELPHIA.
EDWARD C. KNIGHT.....	WATER AND CHESTNUT STS., PHILADELPHIA.
THOMAS A. SCOTT.....	1726 SPRUCE STREET, PHILADELPHIA.
J. EDGAR THOMSON, PRESIDENT.....	PHILADELPHIA.
THOS. T. FIRTH, TREASURER.....	PHILADELPHIA.
EDMUND SMITH, SECRETARY.....	PHILADELPHIA.
ENOCH LEWIS, GENERAL SUPERINTENDENT.....	AMTONGA, BLAIR CO. PA.

NOTE.—Vacancy in consequence of decease of William Martin.

(No. 50.)

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Geo. W. Cass, President, and Tho. D. Messler, Comptroller, of the Pittsburg, Fort Wayne and Chicago railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

GEO. W. CASS, *President.*THO. MESSLER, *Comptroller.*

Sworn and subscribed before me, this 22d day of December, 1862. Witness my hand and notorial seal of office.

H. H. SMITH, *Notary Public.**Stock and Debt.*

Capital stock, as authorized by law.....	\$6,500,000 00
Amount of stock subscribed.....	5,351,062 90
Amount paid in as by last report.—This is the first report of this company.	
Total amount now paid in of capital stock.....	5,351,062 90
Funded debt as per last report.....	None made.
Total amount now of funded debt.....	12,935,173 00
Floating debt, as by last report.....	None made.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	12,935,173 00
Average rate per cent. per annum, of interest on funded debt,	5 $\frac{1}{8}$ per cent.
No dividends.	

Cost of Road and Equipment.

	By present report.
Total cost of road and equipment.....	\$17,448,687 16

Characteristics of Road.

Length of main line of road, from Pittsburg to Chicago.....	468 $\frac{2}{100}$ miles.
Length of road laid.....	468 $\frac{1}{100}$ "
Length of double track, including sidings.....	59 $\frac{1}{100}$ "
Gauge of road.....	4 ft. 10 in.

Weight of rail per yard on main track— $10\frac{1}{2}$ miles 72 lbs.; $457\frac{25}{100}$ miles 58 lbs.	
Number of branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	13
Number of engines.....	109
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,200).....	53
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,052).....	23
Number of freight cars, rated as eight wheel cars, (average cost of each \$550).....	1,174
Number coal cars.....	None.
Number of iron bridges.....	3
Number of wooden bridges.....	183
Number of stone bridges.....	39
Number of railroads crossed at grade.....	14
Number of depots on main road.....	73
Number of wood and water stations on main road.....	45
No tunnels.	

How is track laid, and on what foundation? Track is laid on cross sleepers laid in gravel, clay and sand; sleepers from 2 to $2\frac{1}{2}$ feet from centre to centre.

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	845,140
Number of miles run by freight trains.....	1,601,518
Number of through passengers, for the year, on main road....	17,250
Number of passengers (all classes) carried in cars.....	626,892
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	62,784
Gross amount of tonnage for the year.....	592,770
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour).....	23
Average rate of speed adopted by express trains, (including stops)—miles per hour.....	26
Average rate of speed adopted by freight trains, (including stops)—miles per hour.....	11
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	86 $\frac{1}{2}$
Average weight in tons of freight trains, exclusive of freight,	142

RAILROAD REPORT.

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The amount of freight, specifying the quantity in tons.

Bituminous coal.....	87,067
Agricultural products.....	16,443
Merchandise.....	80,455
Manufactures.....	67,095
Live stock.....	112,538
Lumber.....	37,836
Other articles.....	191,336
Total.....	<u>592,770</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	3 "
For second class through passengers.....	1 ⁶ / ₁₀ "
For emigrant through passengers.....	<u>1 ¹/₁₀ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs of road bed and railway, excepting cost of iron.....	\$446,936 54	\$178,984 87	\$267,951 67
Repairs of buildings.....	13,820 68	5,528 27	8,292 41
Repairs of fences and gates.....	10,201 42	4,080 56	6,120 86
Total.....	470,958 64	188,593 70	282,364 94
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$158,692 42	\$43,316 26	\$115,376 16
Repairs of passenger and baggage cars.....	45,492 60	45,492 60	.....
Repairs of freight cars.....	109,342 28	.....	109,342 28
Repairs of tools and machinery in shops.....	12,961 90	5,184 76	7,777 14
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	9,382 89	3,798 29	5,584 60
Total.....	335,872 09	97,791 91	238,080 18

RAILROAD REPORT.

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EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transporta't'n.
Office expenses, stationery, &c.....	\$43,391 07	\$22,177 99	\$21,213 08
Agents and clerks.....	166,625 53	53,531 33	113,094 20
Labor—loading and unloading freight.....	103,786 66	29,094 14	74,692 52
Porters, watchmen and switch tenders.....	26,063 76	10,425 51	15,638 25
Wood and water station attendance.....	24,279 21	9,711 80	14,567 41
Conductors, baggage masters and brakemen.....	107,123 25	38,736 57	68,386 68
Engineermen and firemen.....	111,580 32	32,103 84	79,476 48
Fuel—cost of labor for preparing for use.....	207,864 61	60,974 10	146,890 51
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	33,616 75	12,208 42	21,408 33
Loss and damage of goods and baggage.....	16,208 48	455 66	15,752 82
Use of freight cars.....	10,316 70	.....	10,316 70
Shoveling snow.....	853 31	341 20	512 11
Damage to property, including damages by fire and cattle killed on road.....	6,546 27	2,618 51	3,927 76
General superintendence.....	48,670 41	16,289 28	32,381 13
Contingencies	93,061 50	40,179 98	52,881 52
Total.....	999,987 83	328,848 33	671,139 50
Total expenses of road.....		\$1,806,818 56	
Total amount allotted to passenger transportation.....		615,233 94	
Do.....do.....freight.....		1,191,584 62	

Earnings from all Sources.

Receipts from passengers.....	\$1,064,314 52
freight.....	2,327,651 80
mail transportation	93,000 00
other sources.....	128,875 04
Total.....	<u>3,614,741 36</u>

Payments other than for Construction.

For transportation expenses.....	\$1,806,818 56
For interest	286,644 53
For other payments.....	134,897 08
Total.....	<u>2,228,360 17</u>

Accidents.

KILLED —employees.....	8
“ others	12
Total.....	<u>20</u>
INJURED —employees.....	9
“ others	2
Total.....	<u>11</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861.

Dec. 22. J. H. Hight, freight brakeman, killed at Maple's station. Supposed to have slipped from train when starting—was run over and instantly killed. Train, No. 6, eastward.

1862.

Feb. 25. W. H. Dobson, freight brakeman, struck by overhead bridge near Lima, Ohio, and died almost immediately.

Mar. 29. A colored man, by name of H. Cook, attempted to jump from train while in motion, and was thrown under the train and instantly killed. Accident happened at New Brighton, Pa.

June 4. Jesse Reeves, conductor of freight trains, was badly bruised by being caught between two cars while coupling, at Allegheny.

- June 4.** P. Brouser, freight engineer, was instantly killed by his engine exploding near Salem, Ohio.
- June 13.** J. Ream, freight brakeman, killed—caught between freight cars in Fort Wayne yard, while passing across the yard. Yard men were switching at the time.
- Jan'y 2.** Peter Farnwalt, soldier, riding on engine No. 177, passenger train No. 2. Train ran into a sawlog on track, four miles east of Upper Sandusky, Ohio. Farnwalt was thrown against an iron rail near the track, and had his skull fractured in three places. Recovered and is doing well.
- Jan. 21.** P. Whelan, freight brakeman, in attempting to get on a caboose car, of train No. 7, after train had started from Warsaw, (Ind.,) station, missed his footing and fell, one truck of caboose passing over his arms—one arm amputated, the other crippled badly. Reported drunk by the conductor.
- Mar. 24.** L. S. Patterson, freight brakeman, fell from train when in motion, and one leg was run over below the knee; leg amputated. Only lived twenty hours. The accident occurred near Morgan station, Ind., on train No. 5.
- Mar. 27.** Patrick Maney, engaged in loading iron at Canvay, Ohio, was struck by a T rail falling back from ear; leg broken.
- April 3.** Thomas Cogan, Samuel Cogan and John Lewis, on train hauling piles for bridge west of Arcola, were thrown from train in motion by standards and blocking giving way. Thomas Cogan had leg badly cut, and was injured internally; died in ten days. Samuel Cogan, head cut and badly bruised; recovered. John Lewis, face cut, and badly bruised and jammed; recovered.
- June 25.** A woman, by name of Hart, was instantly killed near Fairview, Ohio, by being struck by engine of express train. She was standing on track trying to drive some hogs off.
- June 26.** A man, named Lewis, was instantly killed near Mansfield, Ohio. He attempted to drive across track in his wagon, and was run into by express train.
- July 5.** An unknown man was found beside track at Arcola, head gashed and skull broken. Supposed to have been intoxicated, and struck by passenger train.
- July 7.** A repair man, by name of Crane, was killed at Crestline; attempted to get on train while in motion, and was thrown under wheels.
- July 8.** A man, by name of Barker, was run over and killed near Wood's Run station, Pa. He was walking on track, and stepped from one track to the other to avoid an upward bound train, and was run over by the down train.

- July 8. A man, by name of Holmes, was run over and killed near Birmingham. He was lying on the track at the time, and supposed to have been intoxicated.
- July 18. A boy, by the name of Upstill, was walking on trestle work between Pittsburg and Allegheny, and was run over by switching engine, and instantly killed.
- July 22. A man, by name of Crane, was instantly killed near Lucas, Ohio, by being struck by engine on express train. Was walking on track, and paid no attention to signal whistle.
- July 24. A boy, by the name of James Gardner, attempted to get on switching train, near Allegheny, and was thrown under the train, and had his leg cut off; lived three hours.
- July 31. Ralston Craig, gravel train conductor, while coupling a train in Fort Wayne gravel pit, was caught between bumpers and injured so that death ensued in twenty minutes.
- Aug. 4. M. Sullivan, freight brakeman No. 7, supposed to have fallen from train between Elida and Delphas, Ohio, and was run over by two freight and one passenger trains; body cut to pieces.
- Aug. 8. A child, named Clifford, was killed near Valparaiso station; first seen by engineer about forty feet ahead of engine—too late to stop; instantly killed. Passenger train No. 1.
- Aug. 27. A man, employed as extra brakeman, by name of P. O. Boyle, fell from train at Wooster, was run over and instantly killed.
- Sept. 7. Matthew Thompson, attempted to climb on cars in switching train at Chicago, slipped and fell; legs mashed, and died in an hour.
- Oct. 29. A little girl, named Ryan, was run over by an engine near Alliance and instantly killed. She attempted to cross the track in front of engine, was knocked down and run over.
- Oct. —. Daniel Green, while standing on track near Twelfth street, Chicago, was struck by Rock Island Junction accommodation car, knocked down and dragged some distance, but not injured, except bad bruises.
- Sept. 1. James White, caught between cars while coupling in Chicago yard; jammed, bruised and some ribs broken. Recovered.
- Sept. 14. Mrs. S. Fraler, walking on track at west end of Delphas, (Ohio,) switch, carrying a child in her arms, was knocked down by the engine of a freight train coming west, and front truck passed over her arm; amputated. The engine whistle was sounded, brakes applied and engine reversed, but too late to avoid the accident.

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Names and Residence of Officers.

Directors.	Post office address.
GEORGE W. CASS.....	PITTSBURG, PA.
SPRINGER HARBAUGH.....	PITTSBURG.
J. EDGAR THOMSON.....	PHILADELPHIA.
J. F. D. LANIER.....	NEW YORK CITY.
LOUIS H. MEYER.....	NEW YORK CITY.
SAMUEL J. TILDEN.....	NEW YORK CITY.
SAMUEL HANNA.....	FORT WAYNE, IND.
PHINY HOAGLAND.....	FORT WAYNE, IND.
JESSE L. WILLIAMS.....	FORT WAYNE, IND.
KENT JARVIS.....	MASSILON, OHIO.
WILLIS MERIMAN.....	BUCYRUS, OHIO.
ROBERT M'KELLY.....	UPPER SANDUSKY, O.
WM. B. OGDEN.....	CHICAGO, ILLS.
GEO. W. CASS, PRESIDENT.....	PITTSBURG, PA.
SAMUEL HANNA, VICE PRESIDENT.....	FORT WAYNE, IND.
JOHN B. JARVIS, GENERAL SUPERINTENDENT.....	PITTSBURG.
THO. D. MESSLER, COMPTROLLER.....	PITTSBURG.
J. P. HENDERSON, TREASURER.....	PITTSBURG.
W. H. BARNES, SECRETARY.....	PITTSBURG.

(No. 51.)

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared B. H. Latrobe, President, and W. O. Hughart, Treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) BENJ. H. LATROBE, *President.*

W. O. HUGHART, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1862.

LEONARD S. JOHNS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,143,000 00
Amount paid in as by last report.....	1,756,636 60
Total amount now paid in of capital stock.....	1,763,122 47
Funded debt as per last report.....	1,500,000 00
Total amount now of funded debt.....	1,500,000 00
Floating debt, as by last report	85,312 50
The amount now of floating debt.....	110,417 19
Total amount now of floating and funded debt.....	1,610,417 19
Av'g rate per cent. per annum of interest on funded debt,	6 per cent.
No dividend.	

RAILROAD REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry.....	\$814,382 00	\$847,201 27
For bridges (including trestle work).....	55,552 44	63,852 44
Superstructure, including iron.....	572,872 09	654,697 57
Passenger and freight stations, buildings and fixtures.....	21,897 30	30,358 56
Engine and car houses, machine shops, machinery and fixtures.....	15,121 78	21,246 86
Land, land damages and fences.....	279,404 33	303,613 26
Locomotives and fixtures, and snow plows,	45,183 72	57,668 92
Passenger and baggage cars.....	11,045 59	16,429 42
Freight and other cars.....	34,673 38	35,103 68
Engineering and agencies.....	122,996 61	124,176 78
Total cost of road and equipment.....	1,973,029 24	2,154,348 76

Characteristics of Road.

Length of main line of road, from Pittsburg to Cumberland..	149 miles.
Length of road laid.....	58 $\frac{4}{10}$ "
Length of sidings.....	6 $\frac{4}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 to 60 lbs.
Roads leased by the company (the Fayette county railroad, from Connellsville to Uniontown, 12 $\frac{1}{2}$ miles long,).....	1
Number of engine houses and shops.....	3
Number of engines.....	10
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,492 16).....	9
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000).....	3
Number of freight cars, rated as eight wheel cars, (besides 13 four wheel dumping cars for repairs of road) average cost of each \$527 70.....	31
Number of coal and coke cars (average cost of each \$527)...	19
Number of iron bridges.....	1
Number of wooden bridges.....	9
Number of stone bridges.....	2
Number of depots on main road.....	12
Number of wood and water stations on main road.....	8
Value of real estate held by the company.....	\$190,544 45

Number of tunnels, (length of each 600, 800 and 4,650 feet respectively. The longest of these is half finished.).....	3
How is track laid, and on what foundation? On cross ties with broken stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	131,526
Number of miles run by freight trains.....	45,072
Number of passengers (all classes) carried in cars.....	143,510
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	13,735
Gross amount of tonnage for the year.....	85,764
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	16
Average rate of speed adopted by express trains, including stops, (miles per hour).....	20
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	12
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	50

The amount of freight, specifying the quantity in tons.

Bituminous coal.....	55,575
Pig iron.....	1,507
Railroad iron.....	40
Other iron or castings.....	1,464
Lime and limestone, and stone, brick and fire clay.....	7,635
Agricultural products.....	6,874
Merchandise.....	5,719
Manufactures.....	686
Live stock.....	3,234
Lumber.....	1,723
Other articles.....	1,306
Total.....	85,763
and $\frac{19}{100}$ tons of 2,000 lbs. each.	

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs of road bed and railway, excepting cost of iron.....	\$20,091 26	\$10,045 63	\$10,045 63
Repairs of buildings.....	958 94	479 47	479 47
Repairs of fences and gates.....	23 10	11 55	11 55
Total.....	21,073 30		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$18,714 93	\$9,357 46	\$9,357 47
Repairs of passenger and baggage cars.....	3,050 12	3,050 12	
Repairs of freight cars.....	4,894 05		4,894 05
Repairs of tools and machinery in shops.....	505 58	252 79	252 79
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	1,567 67	783 83	783 84
Total.....	28,732 35		

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Office expenses, stationery, &c.....	\$94 79	\$47 39	\$47 40
Agents and clerks.....			
Labor—loading and unloading freight.....	7,214 00	3,207 00	4,007 00
Watchmen.....	1,827 45	913 72	913 73
Wood and water station attendance.....	958 94	474 47	474 47
Conductors, baggage masters and brakemen.....	5,702 95	3,801 97	1,900 98
Engineermen and firemen.....	7,081 25	3,545 62	3,545 63
Fuel, and cost of labor for preparing for use.....	2,163 91	1,081 96	1,081 95
Oil and waste for engines and tenders, passenger, baggage and freight cars,	429 40	214 70	214 70
Loss and damage of goods and baggage.....	84 00	25 00	59 00
General superintendence.....	1,800 00	900 00	900 00
Contingencies.....	12,376 45	1,188 28	1,188 22
Total.....	29,733 14	39,380 91	40,157 88

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$56,253 15
freight	69,992 32
mail transportation.....	3,559 67
other sources, excepting collecting of stock, &c.,	112 70
Total	<u>129,917 84</u>

Payments other than for Construction.

For transportation expenses	\$79,538 79
For other payments.....	50,379 05
Total	<u>129,917 84</u>

Accidents.

No. passengers killed or injured.

1861, Nov. 28th.—Employees, injured, 4; others, 1. Total, 5.

1862, April. 5th.....do.....2;.....do....2.

Do....July....2d.—Employees, killed....1.....do....1.

Do....Sept...8th.....do.....1; injured, 1.....do....1 killed, 1 injured.

1862, Oct. 28.—Others, killed, 1. Total, 1.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

On the 28th November, 1861, occurred a collision of express-passenger train with extra stock train—no passengers killed or severely injured. The engineer, conductor and news boy were considerably injured and bruised, but all soon recovered; two other employees slightly injured.

On the 5th April, 1862, a freight train was thrown off the track by running against a rock—engineer slightly bruised; fireman had his thigh broken in two places, (now recovered and at work).

July 2d, 1862, Roger Coyne, (laborer on repairs of road,) standing in the baggage car door, lost his balance and fell out, and rolling under the train, two cars passed over his legs, crushing them badly—died under amputation.

On the 8th September, Solomon Klink and Jacob Harvey, pushing a car on a siding at Connellsville, and coming in contact with a freight train backing in a contrary direction, were both knocked down in concussion of cars. Klink had his neck broken by a wheel passing over it and died immediately. Harvey was considerably bruised, but recovered in a short time.

On the 28th Oct., a man named Weir, was run over by the freight train about 3 o'clock A. M., in passing under the bridge over Second street, at Pittsburg—supposed to have been intoxicated. Engine and tender passed over him, cut off legs and so injured him that he died shortly after.

Names and Residence of Officers.

Directors.	Post office address.
B. H. LATROBE.....	BALTIMORE, MD.
JOHN S. DILLWORTH.....	PITTSBURG, PA.
THOMAS S. BLAIR.....	PITTSBURG.
W. S. HAVEN.....	PITTSBURG.
HILL BERGWIN.....	PITTSBURG.
JAMES PARK, Jr.....	PITTSBURG.
JOHN A. CAUGHEY.....	PITTSBURG.
ALEXANDER MILLER.....	M'KESPORT.
CYRUS P. MARKLE.....	WEST NEWTON.
DANIEL B. DAVIDSON.....	CONNELLSVILLE
WM. M. TAYLOR.....	BALTIMORE MD.
JOSEPH R. MARSTON.....	BALTIMORE.
B. H. LATROBE, PRESIDENT.....	BALTIMORE AND PITTSBURG.
W. O. HUGHART, TREASURER AND SECRETARY.....	PITTSBURG.
H. BLACKSTONE, SUPERINTENDENT.....	CONNELLSVILLE.

(No. 52.)

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, President, and Samuel Bradford, Treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*
 S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 5th day of January, 1863.

JAMES M'CAHEN, *J. P.*

Attest—WM. H. WEBB, *Secretary.*

Stock and Debt.

Capital stock, as authorized by law.....	Unlimited.
Amount paid in as by last report.....	\$11,548,930 00
Total amount now paid in of capital stock.....	11,548,930 00
Funded debt as per last report.....	12,411,600 00
Total amount now of funded debt.....	12,036,100 00
Floating debt, as by last report.....	638,814 00
The amount now of floating debt.....	None.
Av'ge rate per cent. per annum, of interest on funded debt,	6 per cent.
Date of each dividend—January 2, 1862, 7 per cent. on \$1,551,800 of preferred stock only.	
Rate per cent. per annum of dividend.....	7 per cent.
Amount of capital on which the respective dividends were declared.....	1,551,800 00

PHILADELPHIA AND READING

Cost of Road and Equipment.

	By last report.	By present report.
*For graduation and masonry.....	\$19,010,624 22	\$19,048,396 96
*For bridges.....		
*For superstructure, including iron..		
Passenger and freight stations, build- ings and fixtures.....	477,699 22	477,699 22
Engine and car houses, machine shops, machinery and fixtures.....	1,490,764 90	1,493,005 90
Land, land damages and fences.....	3,481,451 10	3,765,774 45
Locomotives and fixtures, and snow plows		
Passenger and baggage cars		
Freight and other cars.....		
Total cost of road and equipment....	24,460,539 44	24,784,876 53

Characteristics of Road.

Length of main line of road, from Philadelphia to Pottsville, 93 miles; Reading to Harrisburg, 54 miles.....	147 miles.
Length of road laid.....	147 "
Length of double track, including sidings: double track, 101; single track, 46. Total length of track, including sidings, 336.26 "	
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	68 & 64 lbs.
Roads leased by the company.....	7
Number of engine houses and shops: 15 engine houses, 4 shops.	
Number of engines.....	143
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$2,200 00).....	40
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$800 00).....	20
Number of freight cars, rated as eight wheel cars, (average cost of each \$400 00).....	836
Number of coal cars: 1,440 eight wheel, (average cost of each \$350;) 4,733 four wheel, (average cost of each \$175— in all.....	6,173
Number of iron bridges.....	18
Number of wooden bridges.....	19
Number of stone bridges.....	53
Number of railroads crossed at grade: 3 locomotive, 18 horse.	

* Including cost of Lebanon Valley branch.

RAILROAD REPORT.

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Number of depots on main road.....	21
Number of wood and water stations on main road—10 wood, 14 water.	
Number of tunnels, 3; length of each: Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet.	
How is track laid, and on what foundation? Broken stone and cinder ballast.	

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	287,463
Number of miles run by freight trians.....	273,792
Number of miles run by coal trains.....	961,020
Number of through passengers for the year on main road.....	8,485
Number of passengers (all classes) carried in cars.....	416,357
Number of tons of 2,000 lbs. of through freight, for the year, on main road, (including Lebanon Valley and Chester Val- ley railroads).....	3,046,112
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	24
Average rate of speed adopted by express trains, including stops, (miles per hour).....	27
Average rate of speed adopted by freight trains, including stops, (miles per hour)..	8 to 12
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage, and engine and tender.....	53.3
Average weight in tons of freight trains, exclusive of freight, engine and tender.....	217 to 275

The amount of freight, specifying the quantity in tons.

Anthracite coal	2,329,692
Bituminous coal.....	261,135
Pig iron.....	60,879
Railroad iron.....	14,314
Other iron or castings.....	44,094
Iron and other ores.....	91,038
Lime and limestone.....	24,338
Merchandise and manufactures.....	45,603
Live stock.....	29,750
Lumber.....	30,822
Other articles.....	114,447
Total tons of 2,000 lbs.....	3,046,112

The rate of Fare for Passengers charged for the respective Glasses per mile, as follows:

For first class through passengers.....	2 to 3 cents.
For first class way passengers.....	3 "
For second class through passengers.....	2½ "
For emigrant through passengers.....	1¼ to 1½ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$162,966 46
Repairs of buildings.....	11,101 89
Taxes on real estate.....	14,500 00
Total.....	<u>188,568 35</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$132,405 72
Repairs of passenger and baggage cars.....	19,018 10
Repairs of freight cars.....	169,493 34
Repairs of tools and machinery in shops—included in above.	
Total.....	<u>320,917 16</u>

Operating the Road.

Office expenses, stationery, &c.....	\$8,283 87
Labor—loading and unloading freight, porters, watchmen and switch tenders, and wood and water station attendance....	63,446 32
Conductors, baggage masters and brakemen.....	79,719 62
Engineermen and firemen.....	87,273 26
Fuel—cost of labor for preparing for use—in all.....	135,904 49
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	45,631 97
Loss and damage of goods and baggage.....	721 12
Shoveling snow.....	405 32
Damage to property, including damages by fire, and cattle killed on road.....	208 50
General superintendence, including agents and clerks.....	53,885 98
Contingencies.....	66,483 38
Total.....	<u>541,963 83</u>

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$403,563 77
freight.....	3,402,835 71
mail transportation.....	19,618 00
use of freight cars and other sources.....	85,812 74
Total.....	<u><u>3,911,830 22</u></u>

Payments other than for Construction.

For transportation expenses.....	\$977,741 58
For dividends.....	108,626 00
For interest.....	742,381 00
Total.....	<u><u>1,828,748 58</u></u>
Total amount of surplus fund.....	<u><u>\$990,956 21</u></u>

Accidents.

KILLED—passengers.....	
employees.....	4
others.....	14
Total.....	<u><u>20</u></u>
INJURED—passengers.....	2
employees.....	1
others.....	8
Total.....	<u><u>11</u></u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person as follows :

1861.

Dec. 11. Robert Baylett's, watchman, killed by falling from Phoenixville bridge.

Dec. 17. Valentine Horner, killed by coal train near the tunnel, while picking coal.

1862.

Jan. 26. An unknown colored man was found dead on track near Lime Rock station. Supposed to have been run over by coal train.

March 6. Francis Roland, boy, injured at Lebanon by jumping off passenger train.

- Mar. 19. Philip Monagan, leg cut off by freight train at Auburn.
- May 9. John Bramon, conductor on M. H. railroad, killed in the night at Schuylkill Haven, by engine "Harrisburg."
- May 13. A stranger, while walking on track, was killed by coal train near Norristown.
- May 14. Joseph Frehn, boy, foot crushed by engine "Stag," while standing on track below Auburn.
- May 17. John Diven, baggage express agent, injured by coming in contact with bridge while standing on platform of car.
- May 22. Emanuel Arnold, killed by falling from passenger train near Tuckerton.
- May 29. Nathaniel Ruth, boy, leg cut off by falling under a coal train at Pettstown.
- June 11. A stranger, killed by a freight train, while walking on the track, near Paxton station, Lebanon Valley railroad.
- June 19. A stranger, killed in attempting to get on coal train passing Port Clinton.
- June 28. Henry Pettit, engineer, and Henry Andrews, fireman, killed at an accident below Mount Carbon, caused by freight engine running over a cow.
- July 2. John Snyder, agent on private car, killed by falling from a freight train near Beaver station, Lebanon Valley railroad.
- July 3. A lad, named M'Donald, killed in attempting to get on a coal train passing Nicetown.
- July 17. A child, named Dolland, killed by coal train near Nicetown.
- Aug. 7. Michael Marrion, killed by falling from a freight train on the Lebanon Valley railroad.
- Aug. 13. John Pott and wife, killed near Monocacy station in attempting to drive across the track ahead of an engine.
- Aug. 5. John Huber, boy, killed in attempting to get on coal train passing York road, near Port Richmond.
- Aug. 23. John Fisher, foot crushed at Valley Forge by jumping off passenger train before it had stopped.
- Sept. 3. Daniel Donovan, boy, foot crushed at Conshohocken in attempting to get on a passenger coal train.
- Sept. 17. George Sanders, volunteer, killed by falling off a passenger train near Douglassville.
- Sept. 19. John Burk, killed at Conshohocken by coal train.
- Oct. 2. Andrew Wallace, boy, killed in attempting to get on coal train passing Girard Avenue bridge.
- Oct. 25. G. W. Preston, colored boy, leg broken, near Peter's Island bridge, by being caught between bumpers of coal cars.

- Oct. 30. John Seddy, repairman, leg cut off in attempting to get on a freight train passing Auburn.
- Nov. 6. Mahlon Murphy, leg cut off by accommodation passenger train, near Orwigsburg station, while walking on track.
- Nov. 10. Abram Moyer, injured in attempting to drive across the track near Lebanon, ahead of freight train.

Names and Residence of Officers.

Directors.	Post office address.
ASA WHITNEY	PHILADELPHIA, PA.
WILLIAM SELLERS.....	PHILADELPHIA.
JOHN H. TOWNE.....	PHILADELPHIA.
H. PRATT M'KEAN.....	PHILADELPHIA.
S. M. FELTON.....	PHILADELPHIA.
A. E. BORIE.....	PHILADELPHIA.
CHAS. E. SMITH, PRESIDENT.....	PHILADELPHIA.
SAMUEL BRADFORD, TREASURER.....	PHILADELPHIA.
WM. H. WEBB, SECRETARY.....	PHILADELPHIA.
G. A. NICOLLS, SUPERINTENDENT.....	READING.
J. DUTTON STEELE, CHIEF ENGINEER.....	POTTSTOWN.

(No. 53.)

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward F. Gay, Vice President, and John Lindsay, Treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) EDWARD F. GAY, *Vice President.*
 JOHN LINDSAY, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$7,000,000 00
Amount of stock subscribed.....	4,889,631 00
Amount paid in as last report.....	4,520,175 00
Total amount now paid in of capital stock.....	4,822,459 00
Funded debt, as per last report.....	4,644,000 00
Total amount now of funded debt.....	6,981,000 00
Floating debt, as by last report.....	1,776,122 89
The amount now of floating debt.....	157,739 00
Total amount now of floating and funded debt.....	7,138,739 00
Average rate per cent. per annum of interest on funded debt,	6½ per cent—
Road not yet finished.	

Cost of Road and Equipment.

	By last report.	By present report.
* Total cost of road and equipment.....	\$10,709,006 00	\$12,129,857.00

Characteristics of Road.

Length of main line of road, from Sunbury to Erie.....	288 miles.
Length of road laid.....	190 "
Length of sidings.....	10½ "

* Not kept in form to be answered in detail as requested.

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Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: chiefly 56 lbs.; part 67 pounds.	
Number of engine houses and shops.....	6
Number of engines.....	15
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000 00).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$460 00).....	245
Number of coal cars (average cost of each \$150 00).....	40
Number of wooden bridges: 30 truss bridges and 89 small string bridges.	
Number of stone bridges or large culverts.....	4
Number of railroads crossed at grade.....	3
Number of depots on main road (passenger and freight)—15 permanent and 16 temporary.	
Number of wood and water stations on main road.....	10
No tunnels.	
How is track laid, and on what foundation? On cross ties laid on broken stone or clean gravel.	

Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains.....	104,234.
Number of miles run by freight trains.....	89,684
Number of miles run by coal trains.....	19,656
Number of passengers (all classes) carried in cars.....	192,372
Gross amount of tonnage for the year.....	269,982
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	21
Average rate of speed adopted by express trains, (including stops).....	21
Average rate of speed adopted by freight trains, (including stops).....	9
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	115
Average weight in tons of freight trains, exclusive of freight,	285

The amount in freight, specifying the quantity in tons.

Anthracite coal.....	84,350
Bituminous coal.....	5,385

Pig iron.....	8,248
Railroad iron.....	5,886
Other iron or castings.....	3,402
Iron and other ores.....	4,376
Lime and limestone.....	937
Agricultural products.....	38,951
Merchandise	15,396
Manufactures	19,135
Live stock.....	1,688
Lumber.....	59,878
Other articles.....	22,350
Total.....	<u>269,982</u>

*The rate of fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	3 cents.
For first class way passengers.	<u>3 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transp't'n.
* Repairs of road bed and railway, excepting cost of iron.....	\$39,882 12	\$15,952 85	\$23,929 27
* Repairs of buildings.....	4,897 46	1,958 98	2,938 48
Repairs from November 1, 1861, to February 1, 1862.....	16,300 15	.....	.....
Total.....	61,079 73	17,911 83	26,867 75
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$7,400 24	\$2,960 09	\$4,440 15
Repairs of passenger and baggage cars.....	1,174 88	1,174 88	.....
Repairs of freight cars.....	2,188 72	.....	2,188 72
Repairs of tools and machinery in shops.....	2,106 65	842 66	1,263 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, From November 1, 1861, to February 1, 1862.....	20,484 91	8,193 96	12,290 95
Total.....	43,855 40	13,171 59	20,183 81

* From February 1, to November 1, 1862.

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Office expenses, stationery, &c.....	\$29,907 91	\$11,963 18	\$17,944 73
Agents and clerks.....	11,473 80	3,966 04	7,507 76
Labor—loading and unloading freight.....	3,092 42	.....	3,092 42
Porters, watchmen and switch tenders.....	5,190 25	2,076 10	3,114 15
Wood and water station attendance.....	447 40	178 96	268 44
Conductors, baggage masters and brakemen.....	9,413 36	4,746 67	4,666 69
Engineermen and firemen.....	8,243 87	3,498 36	4,750 51
Fuel—cost of labor for preparing for use.....	11,756 27	4,702 50	7,053 77
Oil and waste for engines and tenders, passenger, baggage and freight cars,	1,561 88	624 75	937 13
Loss and damage of goods and baggage.....	647 81	48 50	599 31
Use of freight cars.....	768 63	.....	768 63
Shoveling snow.....	1,232 72	493 09	739 63
General superintendence.....	7,548 24	3,019 35	4,528 89
Operating expenses from November 1, 1861, to February 1, 1862.....	22,600 00	.....	.....
Total.....	113,884 56	35,312 50	55,972 06

NOTE.—The above items (with the exception of the last) are operating expenses from Feb. 1, to Nov. 1, 1862.

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers	\$139,986 63
freight.....	206,344 76
mail transportation.....	12,500 04
use of freight cars.....	2,599 11
other sources.....	\$10,946 87
and 3 months, (from Nov. 1, 1861, to 31st January 1862,)	52,041 70
western division.....	
	41,094 83
Total.....	<u>413,472 24</u>

NOTE.—The first four items date from Nov. 1, 1861, to Nov. 1, 1862—exclusive of western division.

Payments other than for Construction.

For transportation expenses.....	\$232,563 00
For interest paid on funded debt.....	<u>155,740 00</u>

Accidents.

Passengers—injured, 3; employees—1 killed, 1 injured; others—1 killed, 2 injured. Total, 2 killed, 6 injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862.

- Jan. 7. Cars thrown off of track near Williamsport by broken rail; one person injured, name, G. W. Sloan.
- June 7. Near Erie, broke baggage car axle; C. Harper, express messenger, jumped from car and dislocated his shoulder.
- June 14. At Warren, J. P. Cook, conductor of freight train, broke his arm while shifting cars.
- June 16. Near Union Mills, engine struck a child (name, Curtin,) laying on track and cut off a leg. The engineer supposed the object to be a dog, till very near it.
- Aug. 20. A passenger named T. Struthers, alarmed by sudden stoppage of train, jumped from car and broke his leg.
- Sept. 1. A heavy flood washed out a piece of embankment near Lewisburg and train went into the gap; one passenger, (John Free) standing on the platform, was somewhat injured, but not seriously.
- Sept. 5. A road hand, (H. Newcome,) pushing cars at Lewisburg, was caught between two cars and killed.
- Sept. 20. Thomas Search, a resident of Chillesaque, ran on track immediately in front of a passing express train and was killed.

PHILADELPHIA AND ERIE

Names and Residence of Officers.

Directors.	Post office address.
WILLIAM G. MOORHEAD.....	PHILADELPHIA.
EDWARD F. GAY.....	PHILADELPHIA.
ELLIS LEWIS.....	PHILADELPHIA.
HENRY DUHRING.....	PHILADELPHIA.
F. M. DREXEL.....	PHILADELPHIA.
D. K. JACKMAN.....	PHILADELPHIA.
C. B. WRIGHT.....	PHILADELPHIA.
JAS. D. WHETHAM.....	PHILADELPHIA.
THOS. S. FERNON.....	PHILADELPHIA.
JOSEPH M. STERRETT.....	ERIE.
HENRY CONNELLY.....	PHILADELPHIA.
JOHN T. SMITH.....	PHILADELPHIA.
WILLIAM H. WITTE.....	PHILADELPHIA.
WILLIAM G. MOORHEAD, PRESIDENT.....	PHILADELPHIA.
EDWARD F. GAY, VICE PRESIDENT.....	PHILADELPHIA.
JOHN LINDSAY, TREASURER.....	PHILADELPHIA.
WM. EDWARD SPOFFORD, SECRETARY.....	PHILADELPHIA.
JOS. D. POTTS, GENERAL MANAGER FOR LESSEE.....	WILLIAMSPORT.
SAMUEL A. BLACK, SUPERINTENDENT E. D.....	WILLIAMSPORT.
W. A. BALDWIN, SUPERINTENDENT W. D.....	ERIE.

Elected by city of Philadelphia.

(No. 54.)

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Personally appeared, S. M. Felton, President, and Daniel Stubbs, Treasurer of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,)

S. M. FELTON, *President.*DAN'L STUBBS, *Treasurer.*

Affirmed and subscribed before me, this 18th day of November, 1862.

JAMES A. STRAWBRIDGE, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	225,000 00
Amount paid in as by last report.	218,000 00
Total amount now paid in of capital stock.	218,000 00
Funded debt as per last report.....	560,000 00
Total amount now of funded debt.....	575,000 00
Floating debt, as by last report.....	140,000 00
The amount now of floating debt.....	175,000 00
Total amount now of floating and funded debt.....	750,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend.....	<u>None.</u>

Cost of Road and Equipment.

	By last report.	By present report.
*For graduation and masonry		
*For bridges.....		
*Superstructure, including iron.....		
*Passenger and freight stations, buildings and fixtures.....		
*Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages and fences.....	\$27,222 40	\$27,222 40
Locomotives and fixtures, and snow plows,	16,580 00	16,580 00
Passenger and baggage cars.....	3,805 00	3,805 00
Freight and other cars.....	7,134 23	7,134 23
Engineering and agencies.....	30,367 30	30,367 30
Total cost of road and equipment.....		930,000 00

* No separate account kept.

Characteristics of Road.

Length of main line of road, from W. C. & P. R. R., to N. C. R. R.....	79 miles.
Length of road laid.....	31 "
Length of double track, including sidings.....	$\frac{75}{100}$ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Number of branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars, rated as eight wheel cars, (cost \$2,300)....	1
Number of baggage, mail and express cars, rated as eight wheel cars.....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$600).....	17
Number of coal cars—none owned by the company.	
Number of iron bridges.....	None.
Number of wooden bridges.....	18
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	17
Number of wood and water stations on main road.....	3
Value of real estate held by the company. Not estimated.	

No tunnels.

How is track laid, and on what foundation? Sub. grade,
sand and gravel foundation.

Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains.....	38,812
Number of miles run by freight trains.....	19,406
Number of through passengers for the year on main road.....	8,108
Number of passengers (all classes) carried in cars.....	47,858
Number of tons of 2,000 lbs. of through freight, for the year on main road; also, gross amount of tonnage for the year...	40,847½
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour).....	16 miles.
Average rate of speed adopted by freight trains, (including stops).....	10 "
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	20 tons.
Average weight in tons of freight trains, exclusive of freight,	70 "

The amount of freight, specifying the quantity in tons.

Anthracite coal... } Coal of both kinds.....	4,903
Bituminous coal. }	
Other articles, (items not kept separate).....	35,944½
Total.....	40,847½

*The rate of fare for Passengers, charged for the respective classes per
mile, as follows:*

For first class through passengers.....	2½ cents.
For first class way passengers.....	3 "

Expenses.

No general account kept.

Receipts from all Sources.

Receipts from passengers.....	\$26,313 55
freight.....	30,652 86
other sources.....	449 30
Total.....	57,415 71

Payments other than for Construction.

No dividend or interest paid.

All expenses, (the enumerated items not kept)..... \$36,554 52Total amount of surplus fund..... \$20,861 29*Accidents.*

No accidents during the year.

Names and Residence of Officers.

Directors.	Post office address.
JAMES E. RAMSEY.....	OXFORD, PA.
SAMUEL DICKEY.....	OXFORD, PA.
SAMUEL J. DICKEY.....	HOPEWELL C. WORKS, PA.
JAMES A. STRAWBRIDGE.....	JANNERVILLE, PA.
JOSIAH PHILIPS.....	KENNET SQUARE, PA.
MILTON CONARD.....	WEST GROVE, PA.
DAVID WOELPER.....	CHADDSFORD, PA.
CALEB BRINTON, JR.....	CHADDSFORD, PA.
PHILIP QUIGLEY.....	WILMINGTON, DEL.
JACOB TOMER.....	PORT DEPOSIT, MD.
DR. S. B. STUBBS.....	RISING SUN, MD.
ISAAC BOYD.....	PHILADELPHIA, PA.
SAM'L M. FELTON, PRESIDENT.....	PHILADELPHIA.
DAN'L STUBBS, TREASURER.....	OXFORD, PA.
ROB'T HODGSON, SECRETARY.....	OXFORD, PA.
HENRY WOOD, SUPERINTENDENT.....	PHILADELPHIA.

(No. 55.)

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Samuel M. Felton, President, and A. Horner, Treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*A. HORNER, *Treasurer.*

Sworn and subscribed before me, this 20th day of December, 1862.

GEO. PATCHEL, *J. P.**Stock and Debt.*

Capital stock, as authorized by law—no fixed sum. Have
 a convertible loan, &c.
 Amount of stock subscribed..... Cannot say.
 Amount paid in as by last report. \$5,600,000 00
 Total amount now paid in of capital stock..... 5,620,500 00
 Funded debt as per last report..... 2,419,000 00
 Total amount now of funded debt..... 2,284,500 00
 Total amount now of floating and funded debt..... 2,284,500 00
 Average rate per cent. per annum, of interest on funded debt, 6 per cent.
 Date of each dividend—April 1, and October, 1862.
 Rate per cent. per annum of each dividend—April 1, four per
 cent, and October 1, five per cent.
 Amount of capital on which the respective dividends were
 declared—April, \$5,600,000, and October, \$5,619,000.

Characteristics of Road.

Length of main line of road, from Philadelphia to Baltimore, 95.95 miles.
 Length of road laid..... 95.95 "
 Length of double track, 13.62; sidings, 21.21..... 34.83 "
 Gauge of road 4 ft. 8½ in.
 Weight of rail per yard on main track—50, 56, 58, 60 and 65 pounds.
 Number of branch roads owned by company.....None finished.
 Roads leased by company.....

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Number of engine houses and shops—4 engine houses, 2 machine shops.

Number of engines..... 36

Number of first class passenger cars, rated as eight wheel cars, (average cost of each about \$2,000)..... 75

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each about \$850)..... 38

Number of freight cars, rated as eight wheel cars, (average cost of each about \$575)..... 587

Number of iron bridges, (aggregate length 172 feet)..... 4

Number of wooden bridges, (aggregate length 11,872)..... 23

Number of stone and brick bridges, (aggregate length 870).... 12

Number of railroads crossed at grade..... 2

Number depots on main road..... 24

Number of wood and water stations on main road..... 40

No tunnels.

How is track laid, and on what foundation? Generally with joint blocks on a bed of gravel from one to three feet deep.

Doings of the year in Transportation, and total miles run.

Number of miles run by passenger trains..... 361,707.85

Number of miles run by freight trains..... 220,138.42

Number of through passengers for the year on main road, (passengers carried in connection with other roads)..... 225,387

Number of passengers (all classes) carried in cars..... 869,935

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) about..... 21

Average rate of speed adopted by express trains, including stops, (miles per hour)..... 28

Average rate of speed adopted by freight trains, including stops, (miles per hour)—10 for way and 12 for through.

Average weight in tons of passenger trains, exclusive of passengers and baggage..... 64

Average weight in tons of freight trains, exclusive of freight, 160

Amount of Freight, specifying the quantity in tons.

Anthracite coal..... 8,706.028

Pig iron..... 1,227.912

Railroad iron..... 934.794

Other iron and castings..... 3,126.487

Lime and limestone..... 3,124.195

RAILROAD REPORT.

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Agricultural products.....	27,432.765
Live stock.....	7,722.521
Lumber.....	6,449.160
Other articles.....	164,379.982
Total.....	223,103.844

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cts.
For first class way passengers.....	2 to 3 "
For second class through passengers.....	2 "
For emigrant through passengers.....	1 to 1½ "

EXPENSES.

Repairs of Machinery.

Repairs of engines and tenders.....	\$35,142 62
Repairs of passenger and baggage cars.....	17,904 79
Repairs of freight cars.....	21,972 93
Repairs of tools and machinery in shops.....	1,773 67
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,131 25
Total.....	78,925 26

Operating the Road.

Fuel—cost of labor preparing for use.....	\$28,824 22
Loss and damage of goods and baggage.....	11,790 87

Receipts from all Sources.

Receipts from passengers	\$1,630,857 73
freight.....	499,976 84
mail transportation.....	39,756 24
other sources.....	31,264 42
Total.....	2,201,855 23

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Payments other than for Construction.

For dividends.....	\$504,950 00
For interest.....	147,000 00
For other payments.....	308,622 61
Total... .	<u>960,572 61</u>

Accidents.

KILLED—passengers.....	5
employees.....	6
others	1
Total.....	<u>12</u>
INJURED—passengers.....	<u>32</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861.

Dec. —. Caleb Cantwell, baggage master, fell off baggage car at Philadelphia, and was run over by passenger train.

1862.

May 1. Joseph Whitman, employee at Havre De Grace—jammed between two cars. Freight train.

May 10. G. La Pierre, brakeman, killed at bridge, Thurlow's. Freight train.

April 25. Miss Grant and Miss Clark were killed, and Mrs. Kammerman and five children, C. Columbus and Miss Parsons, were slightly injured at Charlestown. Switch broke, throwing car of express train off track.

July 25. Mrs. Clark, killed. Accident caused by woman endeavoring to cross track, above Chester, with a carriage and horse; engine struck carriage and horse.

Aug. 28. Brakeman at bridge, near Chester, killed. Freight train.

Sept. 4. Brakeman at bridge, below Chester, killed. Freight train.

Sept. 9. Accident near Bell Road—car detached by breaking of coupling, and troop train following run into detached car; three soldiers lying on platform of car killed, and twenty-five soldiers inside of cars slightly injured.

Names and Residence of Officers.

Directors.	Post office address.
MONCURE ROBINSON	PHILADELPHIA, PA.
WILLIAM LYTTLETON SAVAGE	PHILADELPHIA.
JOHN A. DUNCAN	WILMINGTON, DEL.
JESSE LANE	WILMINGTON.
JOSEPH BRINGHURST	WILMINGTON.
FREDERICK A. CURTIS	NEWARK, N. J.
JOHN C. GROOME	ELKTON, MD.
J. I. COHEN, JR.	BALTIMORE.
THOMAS KELSO	BALTIMORE.
COLUMBUS O'DONNELL	BALTIMORE,
ENOCH PRATT	BALTIMORE.
THOMAS DONALDSON	BALTIMORE.
WILLIAM W. CORCORAN	WASHINGTON, D. C.
EDWARD AUSTIN	BOSTON, MASS.
SAMUEL M. FELTON, PRESIDENT	PHILADELPHIA.
A. HORNER, TREASURER AND SECRETARY	PHILADELPHIA.
SAMUEL M. FELTON, SUPERINTENDENT	PHILADELPHIA.
WILLIAM STEARNS, ASSISTANT SUPERINTENDENT	WILMINGTON, DEL.

(No. 56.)

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared R. S. Van Rensselaer, Superintendent, and A. H. Thomson, Treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed,) R. S. VAN RENSSELAER, *Superintendent.*
 A. H. THOMSON, *Treasurer.*

Sworn and subscribed before me this 18th day of November, 1862.

JAMES M'CAHEN, *J. P.*

Attest: VINCENT L. BRADFORD, *President.*

Stock and Debt.

Capital stock, as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	999,200 00
Amount paid in as by last report.....	999,200 00
Total amount now paid in of capital stock.....	999,200 00
Funded debt as per last report.....	250,000 00
Total amount now of funded debt.....	250,000 00
Total amount now of floating and funded debt.....	250,000 00
Av'g rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend.....	January and July.
Rate per cent. per annum of each dividend.....	4 per cent.
Amount of capital on which the respective dividends were declared.....	999,200 00

Cost of Road and Equipment.

By present report.

For graduation and masonry, bridges, superstructure, (including iron,) passenger and freight stations, buildings and fixtures	\$461,199 22
Engine and car houses, machine shops, machinery and fixtures,	9,613 01
Land, land damages and fences	70,500 29
Locomotives and fixtures, and snow plows.....	28,338 66

RAILROAD REPORT.

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Passenger and baggage cars.....	23, 121 90
Engineering and agencies.....	11, 109 16
Total cost of road and equipment.....	<u>*603, 882 24</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to Morrisville, Pennsylvania	28 $\frac{20}{100}$ miles.
Length of road laid.....	28 $\frac{20}{100}$ "
Length of sidings.....	10, 200 feet.
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	64, 60 $\frac{3}{4}$, 50, 41 $\frac{1}{2}$ lbs.
Number of branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	2 engine houses, no shops.
Number of iron bridges.....	None.
Number of wooden bridges.....	6 on main line.
Number of stone bridges.....	None.
Number of railroads crossed at grade (Reading railroad)....	1
Number of depots on main road.....	2
Number of wood and water stations on main road : †5 water stations and 2 wood houses.	
Value of real estate held by the company.....	\$226, 034 $\frac{30}{100}$
No tunnels.	
How is track laid, and on what foundation? Gravel laid, cross sills, sleepers, and string pieces, 6 by 12 inches.	

Doings of the year in Transportation and total miles run.

Number of miles run by passenger trains.....	102, 364
Number of miles run by freight trains.....	No freight trains.
Number of miles run by coal trains.....	No coal trains.
Number of through passengers for the year on main road (of which 10,538 $\frac{1}{2}$ were excursion).....	273, 600
Number of passengers (all classes) carried in cars, (of which 35,651 $\frac{1}{2}$ were excursion),.....	422, 295
Total amount of freight, including through and way—tons...	867 $\frac{122}{1000}$
Average rate of speed adopted by ordinary passenger trains including stops, (miles per hour).....	18
Average rate of speed adopted by express trains, (including stops)	<u>27</u>

*Same by last report.

†One at Kensington, one at Tacony, one at Carversville, one at Bristol and one at Tullytown. The three last are only used a few times a year.

The amount of Freight, specifying the quantity in tons.

Total amount 867 $\frac{129}{2000}$; cannot separate.

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers, about.....	2 $\frac{1}{2}$ cents.
For first class way passengers.....do.....	2 $\frac{1}{2}$ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$30,089 43
Repairs of buildings.....	1,722 74
Taxes on real estate.....	2,951 90
Total.....	<u>34,764 07</u>

Repairs of Machinery.

None—equipment being hired.

Operating the Road.

Office expenses, stationery &c.....	} \$7,253 19
Agents and clerks.....	
Labor—loading and unloading freight.....	
Porters, watchmen and switch tenders.....	
Wood and water station attendance.....	} Included in contingencies.
Conductors, baggage masters and brakemen.....	
Shoveling snow.....	} \$3,476 00
Damage to property, including damages by fire, and cattle killed on road.....	
General superintendence (allotted to passenger transport'n),	\$1,000 00
Contingencies.....	212,031 17
Total.....	<u>258,524 43</u>

Receipts from all Sources.

Receipts from passengers.....	\$380,717 08
freight.....	3,562 33
mail transportation.....	10,123 99
interest.....	12,650 22
other sources.....	25,297 80
Total.....	<u>432,351 42</u>

RAILROAD REPORT.

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Payments other than for Construction.

For transportation expenses.....	\$203,507 26
For dividends	79,936 00
For interest	12,000 00
For other payments.....	43,017 17
Total.....	338,460 43
Total amount of surplus fund.....	93,890 99
	<u>432,351 42</u>

Accidents.

No passengers or employees killed or injured; others—two killed, three injured; total—two killed, three injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862.

March 3. Charles Hugg, a resident of Frankford, was killed below Torresdale by being struck by the engine of the 7:10 A. M. line up. The Coroner's jury exempted the employees from all blame—Ed. Claflen, conductor, and David Reynolds, engineer, both still employed.

March 30. A lad representing that he belonged to Washington, D. C., was found under one of the crates on the 6 P. M. line from New York. He was severely injured in the spine. Wm. Carrells, conductor, William Burton, engineer, both retained.

March 31. A man by the name of John Conorn was badly hurt at the Kensington depot while engaged in helping with the crates on the 6 P. M. train from New York. He was caught between a crate and a post of the building.

June 7. A child belonging to John Brelsford, while upon the track above Tullytown, was struck by the engine of the 6:30 A. M. train down, and had its jaw bone broken, besides receiving internal injury. Wm. Baily, conductor, and Geo. W. Scott, engineer, both still in service.

Aug. 15. The Trenton way line down, ran over and instantly killed a small child belonging to James Brophy. The accident occurred at Tacony, and was caused by the child attempting to cross the track. Andrew Turntin, conductor, and Geo. W. Scott, engineer, both still employed.

J. S. VAN RENSSELAER,

Supt. Phil'a & Trenton R. R. Co.

PHILADELPHIA AND TRENTON

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
VINCENT L. BRADFORD.....	PHILADELPHIA.
EDWARD A. STEVENS.....	HOBOKEN, N. J.
ROBERT F. STOCKTON.....	PRINCETON, N. J.
CHARLES MACALESTER.....	PHILADELPHIA.
WILLIAM H. HART.....	PHILADELPHIA.
WILLIAM H. GATZMER.....	PHILADELPHIA.
WILLIAM S. FREEMAN.....	PHILADELPHIA.
RICHARD SHIPPEN.....	PHILADELPHIA.
WILLIAM COOK.....	HOBOKEN OR BORDENTOWN, N. J.
JAMES S. GREEN (since dead).....	PRINCETON, N. J.
J. R. THOMPSON (dead).....	PRINCETON, N. J.
JOHN DORRANCE.....	BRISTOL, PA.
VINCENT L. BRADFORD, PRESIDENT.....	PHILADELPHIA.
A. H. THOMSON, TREASURER.....	PHILADELPHIA.
JAMES MORRELL, SECRETARY.....	PHILADELPHIA.
R. S. VAN RENSSELAER, SUPERINTENDENT.....	BORDENTOWN, N. J.

(No. 57.)

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared Edward C. Dale, President, and William S. Wilson, Treasurer, of the Philadelphia, Germantown and Norristown railroad company; and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

E. C. DALE, *President.*W. S. WILSON, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1862.

J. PLANKINTON, *Alderman.**Stock and Debt.*

Capital stock, as authorized by charter.....	\$400,000 00
Amount of stock subscribed.....	1,243,500 00
Amount paid in as by last report.....	1,243,500 00
Total amount now paid in of capital stock.....	1,243,500 00
Funded debt as per last report.....	374,800 00
Total amount now of funded debt.....	438,900 00
Total amount now of floating and funded debt.....	438,900 00
Average per cent. per annum, of interest on funded debt....	6 per cent.
Date of each dividend: April and October, 1st day of each.	
Rate per cent. per annum of each dividend.....	3 per cent:
Amount of capital on which the respective dividends were declared.....	<u>1,243,500 00</u>

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry, superstructure and iron, land and land damages...	\$814,162 17	\$814,162 17
For bridges.....	47,000 00	47,000 00
Passenger and freight stations, buildings and fixtures.....	271,032 65	271,032 65
Engine and car houses, machine shops, machinery and fixtures.....	123,539 25	123,539 25
Locomotives and fixtures, and snow plows,	66,202 93	66,202 93
Passenger and baggage cars.....	45,696 94	45,696 94
Freight and other cars.....		
Total cost of road and equipment.....	1,367,633 94	1,367,633 94

Characteristics of Road.

Length of main line of road	3 and 17 miles.
Length of road laid.....	3 and 17 "
Length of double track, including sidings.....	42 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50 lbs.
Roads leased by the company, (Chestnut Hill).....	1
Number of engine houses and shops.....	3 engine houses and 1 shop.
Number of engines.....	15
Number of first class passenger cars—rated as eight wheel cars—(average cost of each, \$1,614).....	34
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$1,614).....	7
Number of freight cars—rated as eight wheel cars—(average cost of each \$452).....	101
Number of iron bridges.....	1
Number of wooden bridges.....	16
Number of stone bridges.....	8
Number of railroads crossed at grade.....	2 horse railways.
Number of depots on main road.....	5
Number of wood and water stations on main road.....	4
Value of real estate held by the company.....	\$400,441 57
How is track laid, and on what foundation? On slag from iron furnaces and broken stone.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	196,115
Number of miles run by freight trains.....	33,813
Number of through passengers for the year on main road.....	1,220,594
Number of passengers (all classes) carried in cars.....	1,626,801
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	41,460
Gross amount of tonnage for the year.....	127,881
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	17
Average rate of speed adopted by express trains, (including stops)	20
Average rate of speed adopted by freight trains, (including stops,).....	10
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	70
Average weight in tons of freight trains, exclusive of freight,	85

The amount of Freight, specifying the quantity in tons.

Anthracite coal.....	90,000
Bituminous coal.....	4,000
Railroad iron.....	240
Other iron or castings.....	250
Iron and other ores.....	12,161
Lime and limestone.....	16,000
Agricultural products.....	450
Merchandise.....	4,200
Manufactures.....	450
Live stock.....	20
Lumber.....	250
Other articles.....	100
Total	127,881

The rate of fare for Passengers, charged for the respective classes, per mile, as follows:

For first class through passengers.....	2 cents.
For first class way passengers.....	2 "

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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$14,218 67
Taxes on real estate.....	<u>2,103 05</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$8,529 92
Repairs of passenger and baggage cars.....	4,169 20
Repairs of freight cars.....	3,316 44
Repairs of tools and machinery in shops.....	<u>1,200 00</u>

Operating the Road.

Agents and clerks.....	\$9,538 00
Porters, watchmen and switch tenders.....	2,330 00
Conductors, baggage masters and brakemen.....	8,272 00
Engineermen and firemen.....	10,138 00
Fuel—cost of labor for preparing for use.....	15,960 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,947 00
Contingencies.....	9,296 45
Total.....	<u>58,481 45</u>

As our accounts are kept different from the above, I return you a statement as they are.

Repairs of roadway—labor.....	\$7,957 00
material.....	15,423 76
engines, including material.....	8,529 92
burden cars.....do.....	3,350 59
passenger cars...do.....	4,141 56
Fuel expenses—wood and coal.....	15,960 29
Oil, tallow, grease and waste.....	2,947 00
Wages of engineers and firemen.....	10,138 00
conductors and brakemen.....	8,272 00
others employed in passenger operations.....	1,700 38
freight.....	4,500 00
General expenses, including light and fuel for cars.....	9,296 45
Taxes, ground rent, insurance, damages, &c.....	10,384 57
Salaries of officers and agents.....	9,538 00
Switch tenders and dispatchers.....	2,330 00
All other expenses, including three watchmen.....	2,732 42

RAILROAD REPORT.

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Expenses on Chestnut Hill railroad.....	5,416 54
Extraordinary expenses, including temporary bridge at Wis- sahickon	5,459 29
	<u>128,077 75</u>

NOTE.—No separate account is kept of passenger transportation, and as the accounts are kept in a manner different from the present form, it is impossible to give the items exactly.

Under the head of contingencies are placed light and fuel for cars, general expenses, &c.

Receipts from all Sources.

Receipts from passengers.....	\$182,647 27
freight.....	73,030 18
mail transportation.....	375 00
interest.....	365 99
other sources.....	7,383 56
Total.....	<u>263,802 00</u>

Payments other than for Construction.

For dividends.....	\$74,480
For interest.....	<u>20,961</u>

Accidents.

No accident of any kind occurred, except the killing of a cow now and then.

Names and Residence of Officers:

Directors.	Post office address.
JOSEPH SWIFT.....	GERMANTOWN.
GEORGE H. THOMSON.....	GERMANTOWN.
GEORGE W. CARPENTER.....	GERMANTOWN.
J. WARNER JOHNSON.....	PHILADELPHIA.
WILLIAM HARMER.....	PHILADELPHIA.
CHARLES ELLIS.....	PHILADELPHIA.
A. E. DOUGHERTY.....	PHILADELPHIA.
J. J. WOODWARD.....	PHILADELPHIA.
C. COLKET.....	PHILADELPHIA.
JOSEPH PEROT.....	PHILADELPHIA.
WILLIAM MUSSER.....	PHILADELPHIA.
WILLIAM H SLINGLUFF.....	NORRISTOWN.
E. C. DALE, PRESIDENT.....	PHILADELPHIA.
W. S. WILSON, TREASURER.....	PHILADELPHIA.
W. S. WILSON, SECRETARY.....	PHILADELPHIA.
H. K. SMITH, SUPERINTENDENT.....	PHILADELPHIA.

(No. 58.)

PENNSYLVANIA COAL COMPANY.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared John Ewen, President, and George A. Hoyt, Treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JOHN EWEN, *President.*GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this 26th day of November, 1862.

E. H. MEAD,

*Commissioner for Pennsylvania in New York.**Stock and Debt.*

Capital stock, as authorized by law.....	\$3,350,329 00
Amount of stock subscribed.....	3,200,000 00
Amount paid in as by last report.....	3,200,000 00
Total amount now paid in of capital stock.....	3,200,000 00
Funded debt as per last report.....	238,500 00
Total amount now of funded debt.....	586,500 00
Floating debt, as by last report.....	529,248 13
The amount now of floating debt.....	191,920 19
Total amount now of floating and funded debt.....	778,420 19
Average rate per cent. per annum, of interest on funded debt,	7 per cent.
Date of each dividend—Feb. 15, and Aug. 15, 1862.	
Rate per cent. per annum of each dividend— $3\frac{1}{2}$ per cent. each, or 7 per cent. per annum.	
Amount of capital on which the respective dividends were declared	3,200,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

COMPANY REPORT.

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Characteristics of Road.

Length of main line of road, from Port Griffith to Hawley.....	47 miles.
Length of road laid.....	47 "
Length of double track	47 "
Sidings	4½ "
Gauge of road.....	4½ feet.
Weight of rail per yard on main track.....	15 pounds.
Number of branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops—1 machine shop, 23 engine houses.	
Number of engines, (gravity road worked by 23 stationary engines for the transportation of the company's coal).....	23
Number of coal cars.....	1,930
Number of wooden bridges.....	28
Number of railroads crossed at grade.....	1
Number of tunnels, (length 800 feet).....	1
How is track laid, and on what foundation? On cross ties and sleepers on the ground.	

Doings of the year in Transportation and total Miles Run.

Gross amount of tonnage for the year.....	657,329
Average rate of speed adopted by coal trains, including stops, (miles per hour).....	10

The amount of Freight, specifying the quantity in tons.

Anthracite coal.....	654,497
Merchandise.....	1,502
Lumber.....	1,330
Total.....	657,329
Flour.....	2,822 bbls.

Receipts.

Income from freight.....	\$7,267 52
(Loss by cattle killed.....)	\$45,100)

PENNSYLVANIA COAL

Names and Residence of Officers.

Directors.	Post office address.
JONATHAN THORNE.....	NEW YORK.
WILLIAM R. GRIFFITH.....	PHILADELPHIA.
ISAAC L. PLATT.....	NEW YORK.
JOHN Q. JONES.....	NEW YORK.
JOHN EWEN.....	NEW YORK.
CHARLES MORGAN.....	NEW YORK.
GEORGE L. BROWN.....	NEW YORK.
THOMAS W. PEARSALL.....	NEW YORK.
WILLIAM F. HAVEMEYER.....	NEW YORK.
JOHN EWEN, PRESIDENT.....	NEW YORK.
GEO. A. HOYT, TREASURER.....	NEW YORK.
E. H. MEAD, SECRETARY.....	NEW YORK.
JOHN B. SMITH, SUPERINTENDENT.....	DUNMORE, PA.

(No. 59.)

PENN HAVEN AND WHITE HAVEN.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared Asa Packer, President, and John N. Hutchinson, Treasurer, of the Penn Haven and White Haven railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ASA PACKER, *President.*
 J. N. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1862.
 ANDREW MORROW, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$600,000 00
Amount of stock subscribed, (1,290 shares at \$50—five dol- lars per share paid in).....	64,500 00
Total amount now paid in of capital stock.....	6,450 00
The amount now of floating debt.....	15,547 41
Total amount now of floating and funded debt.....	15,547 41

Cost of Road and Equipment.

	By present report
For graduation and masonry.....	\$16,395 91

Characteristics of Road.

Length of main line of road, from Penn Haven to White Haven,	16 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	No rail laid.
No tunnels.	
How is track laid, and on what foundation? Not laid.	

Doings of the year in Transportation.

Road not in operation; no receipts, and no payments, other than for construction.

PENN HAVEN AND WHITE HAVEN

Names and Residence of Officers.

Directors.	Post office address.
ROBERT H. SAYRE.....	BETHLEHEM, PA.
ROBERT LOCKHART.....	MAUCH CHUNK.
ASA PACKER.....	MAUCH CHUNK.
J. N. HUTCHINSON.....	EASTON.
H. GATZMER.....	PHILADELPHIA.
R. F. STOCKTON.....	PHILADELPHIA.
ASA PACKER, PRESIDENT.....	MAUCH CHUNK, PA.
JOHN N. HUTCHINSON, TREASURER AND SECRETARY.....	EASTON, PA.
R. H. SAYRE, SUPERINTENDENT.....	BETHLEHEM, PA.

(No. 60.)

OIL CREEK.

SUPERINTENDENT'S OFFICE,
Corry, Pa., Nov. 25th, 1862. }

To the HON. THOMAS E. COCHRAN,

Auditor General Commonwealth of Pennsylvania,

DEAR SIR:—The form furnished by you, for annual report of railroad companies, has been received by the Oil Creek Railroad Co.

This road commences on the Philadelphia and Erie railroad in the county of Erie, at Corry station, and extends to Franklin in the county of Venango—a distance of about fifty-four miles. The whole line was put under contract in the month of February, and the work commenced in the month of May last.

The contractor has driven the work with great energy and accomplished much, having twenty-seven miles of rail (from Corry to Titusville) laid; yet the line is still in his hands, unfinished. It is therefore impracticable to give such detailed statements of its cost, business and condition as the form of report contemplates. The legal name, as also the names of the officers of the company, you have in the heading of this sheet and the officers subjoined.

We hope before this time next year to have the road finished, and to be able to give full report as required by the form furnished, which we will not omit to do.

Yours very respectfully,

T. STRUTHERS, *President.*

Officers:

THOMAS STRUTHERS.....	PRESIDENT.
J. F. M'PHERSON.....	SECRETARY AND TREASURER.
W. S. STREATOR.....	SUPERINTENDENT.
WM. K. WITTER.....	AUDITOR.

QUAKAKE

(No. 61.)

QUAKAKE.

STATE OF PENNSYLVANIA, } ss:
County, }

Personally appeared Charles Hartshorne, President, and Joseph Potts, Treasurer, of the Quakake railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) CHARLES HARTSHORNE, *President.*
JOSEPH POTTS, *Treasurer.*

Affirmed and subscribed before me, this 10th day of November, 1862.

JAMES M'CAHEN, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Funded debt as per last report, (about \$50,000 unpaid coupons),	200,000 00
Total amount now of funded debt, (about \$69,150 unpaid coupons).....	200,000 00
Floating debt, as by last report, except coupons.....	None.
The amount now of floating debt, except coupons.....	None.
Average rate per cent. per annum. of interest on funded debt,	10 per cent.
Date of each dividend.....	None.

Characteristics of Road.

Length of main line of road, from Catawissa Junction to Beaver Meadow Junction.....	14 miles.
Length of road laid.....	15½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
One engine house.	
No engines, and no cars of any description.	
Number of wooden bridges.....	5
No stone bridges.	

RAILROAD REPORT.

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Number of railroads crossed at grade.....	1
Number of wood and water stations on main road.....	2
No real estate held by company.....	
No tunnels.	

Doings of the year in Transportation, and total miles run.

The road being operated by the Catawissa railroad company, we are unable to answer these and many other queries.

The amount in freight, specifying the quantity in tons.

We are unable to answer these questions.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$2,833 59
Bridges.....	1,178 54
Total.....	<u>4,012 13</u>

Repairs of Machinery.

Repairs of tools.....	<u>\$109 12</u>
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Operating the Road.

Office expenses, stationery, &c.....	<u>\$1,250 17</u>
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Receipts from all Sources.

Receipts from passengers and freight.....	<u>\$11,575 93</u>
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Payments other than for Construction.

For interest.....	\$3,263 75
For other payments, engineering.....	491 51
Total.....	<u>3,755 26</u>

Accidents.

None as far as we have knowledge.

QUAKAKE

Names and Residence of Officers.

Directors.	Post office address.
ASA PACKER.....	MAUCH CHUNE.
R. R. BIDDLE.....	NEW YORK.
W. W. LONGSTRETH.....	PHILADELPHIA.
THOMAS T. TASKER.....	PHILADELPHIA.
JACOB P. JAMES.....	PHILADELPHIA.
T. HASKINS DU PUY.....	PHILADELPHIA.
CHARLES HARTSHORNE, PRESIDENT.....	PHILADELPHIA.
JOSEPH POTTS, TREASURER.....	PHILADELPHIA.
JOSEPH POTTS, SECRETARY.....	PHILADELPHIA.
H. S. GOODWIN, SUPERINTENDENT.....	WILLIAMSPORT.

(No. 62.)

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, } ss:
Lancaster County,

Personally appeared W. G. Case, President, and Jacob B. Tshudy, Treasurer of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed)

W. G. CASE, *President.*J. B. TSHUDY, *Treasurer.*

Sworn and subscribed before me, this 12th day of January, 1863.

J. H. HUNTER, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	526,250 00
Total amount now paid in of capital stock.....	228,390 30

Characteristics of Road.

Length of main line of road, from Sinking Springs to Columbia,	39 miles.
Length of road laid.....	16½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,250 00).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$240 00)	10
Number of wooden bridges.....	4
Number of stone bridges.....	22
Number of railroads crossed at grade.....	1
Number of wood and water stations on main road.....	2
Value of real estate held by the company.....	\$2,000 00
How is track laid, and on what foundation? On cross ties on stone ballast.	

READING AND COLUMBIA

Doings of the year in Transportation.

The Reading and Columbia railroad being unfinished, (but in the course of rapid construction,) a number of these interrogatories must necessarily remain unanswered.

Names and Residence of Officers.

Directors.	Post office address.
FREDERICK LAUER	READING, PA.
ISAAC ECKERT	READING.
JOHN M'MANUS	READING.
BARTAN EVANS	WRIGHTSVILLE.
EPHRAIM HERSHEY	COLUMBIA.
GEORGE BOGLE	COLUMBIA.
CHRISTIAN S. KAUFFMAN	COLUMBIA.
A. BATES GRUBB	PHILADELPHIA.
NATHAN WORLEY	MANHEIM.
JOHN HOSTETTER	MANHEIM.
ADAM KONIGMACHER	EPHRATA.
SAMUEL LICHTENTHALER	LITIZ.
WM. G. CASE, PRESIDENT	COLUMBIA.
JACOB B. TSHUDY, TREASURER	LITIZ.
A. J. KAUFFMAN, SECRETARY	COLUMBIA.

(No. 63.)

SCHUYLKILL AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Charles E. Smith, President, and Samuel Bradford, Treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) CHARLES E. SMITH, *President*.
 SAMUEL BRADFORD, *Treasurer*.

Sworn and subscribed before me, this 8th day of December, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$1,600,000 00
Total amount now paid in of capital stock.....	1,269,150 00
Total amount now of funded debt.....	97,000 00
The amount now of floating debt.....	8,405 58
Total amount now of floating and funded debt.....	105,405 58
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividends.	

Cost of Road and Equipment.

By present report.

Total cost of road and equipment..... \$1,197,773 95

NOTE.—The road was constructed by the Dauphin and Susquehanna coal company, and passed into the possession of the present company by a Sheriff's sale. Books showing these items [erased] not in the hands of the present owners.

Characteristics of Road.

Length of main line of road, from Rockville to Auburn.....	54 miles.
Length of road laid.....	59½ "
Length of double track, including sidings,.....	5½ "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 & 60 lbs.
Number of branch roads owned by company.....	* One

* One mile in length.

Roads leased by the company.....	None.
Number of engine houses and shops.....	3 engine houses, 1 shop.
Number of engines.....	7
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, when new \$2,400,).....	1
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, when new, \$1,400,).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each, when new, \$300,).....	16
Number of coal cars (average cost of each, when new, \$150,).....	50
Number of iron bridges.....	2
Number of wooden bridges.....	8
Number of depots on main road.....	3
Number of wood and water stations on main road: 7 water, 3 wood stations.	
Value of real estate held by the company.....	\$65,300 00
How is track laid, and on what foundation? On the graded surface, without ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	21,298
Number of miles run by freight trains.....	33,003
Number of miles run by coal trains.....	28,508
Number of through passengers for the year on main road....	411
Number of passengers (all classes) carried in cars.....	15,154
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	14,839
Gross amount of tonnage for the year.....	231,889
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	12

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	205,990
Bituminous coal.....	945
Pig iron.....	2,266
Railroad iron.....	469
Other iron or castings.....	526
Iron and other ores.....	865
Lime and limestone.....	424

RAILROAD REPORT.

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Agricultural products.....	4,889
Merchandise.....	4,509
Manufactures.....	430
Live stock.....	628
Lumber.....	6,692
Other articles.....	3,355
Total.....	<u>231,889</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For second class through passengers..... 2³⁷/₁₀₀ cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, including cost of iron. ...	\$40,356 27
Repairs of building.....	1,575 00
Taxes on real estate.....	1,242 26
Total.....	<u>43,173 53</u>

Repairs of Machinery.

Repairs of engine and tenders.....	\$3,001 93
Repairs of passenger and baggage cars.....	680 95
Repairs of freight cars.....	2,104 03
Repairs of tools and machinery in shops.....	744 84
Total.....	<u>6,531 75</u>

Operating the Road.

Office expenses, stationery, &c.....	\$419 04
Agents and clerks.....	1,975 00
Porters, watchmen and switch tenders, labor—loading and unloading freight, wood and water station attendance,.....	933 30
Conductors, baggage masters and brakemen.....	2,389 87
Engineermen and firemen.....	3,736 19
Fuel—cost of labor for preparing for use.....	7,437 90
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	706 20
General superintendence.....	2,040,00
Contingencies.....	937,33
Total.....	<u>20,574 83</u>

SCHUYLKILL AND SUSQUEHANNA

Contingent expenses at office in Philadelphia.....	\$2,937 20
Insurance	991 35
State tax on capital stock.....	538 49
U. S. tax on travel receipts.....	29 98
Total.....	<u>4,496 62</u>

Receipts from all Sources.

Receipts from passengers.....			\$5,380 09
freight.....	}	coal.....	\$50,802 49
		merchandise, 16,194 08 }	66,996 57
mail transportation.....			1,770 00
other sources.....			5,471 76
Total.....			<u>79,618 42</u>

Payments other than for Construction.

For transportation expenses and maintenance of way.....	\$70,280 11
For interest.....	5,820 00
For other payments.....	4,496 62
Total.....	<u>80,596 73</u>

Accidents.

One employee killed.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

May 8th, 1862, Lewis Sponnagle, laborer, was instantly killed at Pinegrove in attempting to jump upon the ballast train while it was in motion.

Names and Residence of Officers.

Directors.	Post office address.
ASA WHITNEY.....	PHILADELPHIA.
WILLIAM SELLERS.....	PHILADELPHIA.
G. B. JAUDON.....	PHILADELPHIA.
JOHN TUCKER.....	PHILADELPHIA.
E. A. MENCH.....	PHILADELPHIA.
FRANK S. BOND.....	NEW YORK.
CHARLES E. SMITH, PRESIDENT.....	PHILADELPHIA.
SAMUEL BRADFORD, TREASURER.....	PHILADELPHIA.
W. H. WEBB, SECRETARY.....	PHILADELPHIA.
G. A. NICHOLLS, GENERAL SUPERINTENDENT.....	READING.
J. D. STEELE, CHIEF ENGINEER.....	POTTSTOWN.
U. R. TRACY, SUPERINTENDENT.....	PINEGROVE.

(No. 64.)

SUMMIT BRANCH.

HARRISBURG, October 17, 1862.

Hon. THOMAS E. COCHRAN, *Auditor General, Harrisburg, Pa. :*

I have received through Mr. William Buehler, late President of the Summit Branch railroad company, a circular and blank form of a report to be submitted to your office.

I state, that thus far no improvements have been made on the property of this corporation, and that there is consequently no report to be made.

Yours respectfully,

WILLIAM COLDER, *President.*

(No. 65.)

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Before me, an alderman of said city, personally appeared John Tucker, President, and P. C. Hollis, Treasurer of the Schuylkill Valley navigation and railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,)

JOHN TUCKER, *President.*P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 8th day of November, 1862.

JOHN WHITE, *Alderman.**Stock and Debt.*

Capital stock, as authorized by law.....	\$576,050 00
Amount of stock subscribed.....	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock, (and will permanently remain so).....	576,050 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date of each dividend—January 20, 1862, and July 20, 1862.	
Rate per cent. per annum of each dividend—January, 1862, 3½ per cent.; July, 1862, 2½ per cent.;—the former being 6½ per cent.; the latter 5 per cent. per annum.	
Amount of capital on which the respective dividends were declared.....	576,050 00

This road is now permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road. This company has now no other source of income than that which is derived from the lease, which will yield the stockholders a net dividend of five per cent. per annum, clear of all taxes.

Names and Residence of Officers.

Directors.	Post office address.
SAMUEL NORRIS.....	PHILADELPHIA.
RODNEY FISHER.....	PHILADELPHIA.
A. HEWSON.....	PHILADELPHIA.
CHARLES E. SMITH.....	PHILADELPHIA.
J. DUTTON STEELE.....	POTTSTOWNE, PA.
JOHN TUCKER, PRESIDENT.....	PHILADELPHIA.
P. C. HOLLIS, TREASURER AND SECRETARY.....	PHILADELPHIA.

(No. 66.)

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
 Philadelphia City and County, } ss:

Personally appeared James S. Biddle, President, and John L. Goddard, Treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JAS. S. BIDDLE, *President.*JOHN. L. GODDARD, *Treasurer.*

Sworn and subscribed before me, this 13th day of December, 1862.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	869,450 00
Amount paid in as by last report, (foreclosure of mortg'e),	500,000 00
Funded debt as per last report.....	822,117 50
Total amount now of funded debt.....	791,597 50
Floating debt, as by last report.....	5,435 56
The amount now of floating debt.....	5,659 55
Total amount now of floating and funded debt.....	797,257 05
Av'ge rate per cent. per annum, of interest on funded debt, from.....	6 to 7 per cent.
No dividend made.	

Cost of Road and Equipment.

	By last report.	By present report.
Locomot's and fixtures, and snow plows,	\$29,102 64	\$39,715 11
Passenger and baggage cars.....	1,400 00	1,400 00
Freight and other cars....	68,957 78	71,609 52

Characteristics of Road.

Length of main line of road, from Sunbury to Mt. Carmel....	28 miles.
Length of road laid.....	28 "

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Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 lbs.
Number of engine houses and shops: 5 engine houses.	
Number of engines.....	5
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$1,400 00).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$250 00): 5 cars and 38 four wheel trucks.	
Number of coal cars, (average cost of each, \$133. 33).....	439
Number of wooden bridges.....	30
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
No tunnels.	
How is track laid, and on what foundation? Common earth bed and wooden cross ties.	

Doings of the year in Transportation and total Miles Run.

Number of miles run by freight trains.....	57,928
Number of passengers (all classes) carried in cars.....	4,794
Gross amount of tonnage for the year.....	300,627
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	None in use.
Average rate of speed adopted by express trains, including stops, (miles per hour).....	None in use.
Average rate of speed adopted by freight trains, including stops, (miles per hour)..	10
Average weight in tons of freight trains, exclusive of freight,	300

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	286,279
Agricultural products.....	2,894
Merchandise.....	516
Manufactures.....	1,000
Other articles.....	9,938
Total.....	300,627

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, including cost of iron.....	\$17,756 29
Taxes on real estate.....	781 46

Repairs of Machinery.

Repairs of engines and tenders.....	\$5,168 86
Repairs of passenger, baggage and freight cars.....	5,338 83

Operating the Road.

Office expenses, stationery, &c.....	\$2,573 10
Agents and clerks.....	4,483 62
Labor—loading and unloading freight, and porters, watchmen and switch tenders, and wood and water station attendance,	4,434 81
Conductors, baggage masters, brakemen, engineers and firemen.....	10,413 02
Fuel—cost of labor for preparing for use, and oil and waste for engines and tenders, passenger, baggage and freight cars...	6,148 96
Use freight cars.....	3,375 32

Receipts from all Sources.

Receipts from passengers.....	\$2,470 42
freight.....	104,719 83
mail transportation.....	1,400 00
use of freight cars.....	252 15
other sources.....	50,691 74
Total.....	159,534 14

Payments other than for Construction.

For interest.....	\$77,519 65

Accidents.

Killed—employees, 2. Injured—employees, 2.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862.

Passengers—none killed or injured.

Oct. 24 William Farnsworth, brakeman, was killed by being thrown from a coal train and jammed by the car.

June 2. Isaac Schaffner, brakeman, was killed by being thrown from a coal train and the cars running over him.

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July 10. William Wilkerson, brakeman, injured slightly by being jammed between the cars of a coal train.

Aug. 8. David M'Clow, brakeman, injured slightly by being jammed between the cars of a coal train.

Names and Residence of Officers.

Directors.	Post office address.
JOHN FARNUM.....	PHILADELPHIA.
W. C. HOUSTON.....	do.
E. S. WHELEN.....	do.
C. L. BORIE.....	do.
A. M. EASTWICK.....	do.
WM. R. LEJEE.....	do.
JAMES S. BIDDLE, PRESIDENT.....	309 WALNUT ST., PHILADELPHIA.
JOHN L. GODDARD, TREASURER AND SECRETARY.....	do.
A. R. FISKE, SUPERINTENDENT.....	SHAMOKIN, PA.

(No. 67.)

TIOGA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia City,

Personally appeared Joseph W. Ryerss, President, and Alexander E. Dougherty, Treasurer, of the Tioga railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. W. RYERSS, *President.*A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me this 29th day of November, 1862.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock, as authorized by law incorporating company...	\$125,000 00
Amount of stock subscribed.....	124,950 00
Amount paid in as by last report.....	97,550 00
Total amount now paid in of capital stock.....	97,550 00
Funded debt as per last report.....	396,500 00
Total amount now of funded debt.....	396,500 00
Floating debt, as by last report, (as stated and explained in previous return).....	65,826 17
The amount now of floating debt, (as stated and explained in previous report).....	65,826 17
Total amount now of floating and funded debt, (as stated and explained in previous return).....	462,326 17
Average rate per cent. per annum, of interest on funded debt...	7 per cent.
Date of each dividend—Dec. 3, 1861, 3 per cent. ; June 3, 1862, 3 per cent. ; July 1, 1862, 3 per cent.: together 9 per cent.	
Amount of capital on which the respective dividends were declared.....	<u>\$367,300 00</u>

RAILROAD REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry, (estimated) } For bridges.....do..... } Superstructure, including iron....do..... } Passenger and freight stations, buildings and fixtures, (estimated)..... } Engine and car houses, machine shops, machinery and fixtures, (estimated)..... } Land, land damages and fences....do..... } Locomotives and fixtures, and snow plows, Passenger and baggage cars..... } Freight and other cars..... }	\$693,985 73 6,500 00 9,432 63 9,000 00 36,136 31 5,406 49 36,456 50	\$694,980 97 6,500 00 9,432 63 9,000 00 36,136 31 5,406 49 36,456 50
Total cost of road and equipment.....	796,917 66	797,912 90

Characteristics of Road.

Length of main line of road, from Lawrenceville, State line, to Morris Run.....	29 $\frac{61}{100}$ miles.
Length of road laid.....	29 $\frac{61}{100}$ "
Length of double track, including sidings.....	2 $\frac{145}{100}$ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track—57 $\frac{89}{100}$ lbs. on 26 $\frac{1}{2}$ miles, and 45 $\frac{1}{2}$ lbs. on 3 $\frac{11}{100}$ miles.	
Number of branch roads owned by company.....	None.
Roads leased by the company—none; a contract for operating Corning and Blossburg railroad expired on Oct. 15, 1852.	
Number of engine houses and shops.....	2, one of each.
Number of engines.....	4
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,802 16).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$1,200).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$491 70).....	26
Number of coal cars, (average cost of each, \$224 18).....	75
Number of iron bridges.....	None.
Number of wooden bridges, (8 string and 1 truss bridge).....	0
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	3
Number of wood and water stations on main road.....	2

Value of real estate held, by the company, exclusive of roadway, (estimated)..... \$6,500 00

No tunnels.

How is track laid, and on what foundation? On oak and hemlock cross ties, wrought iron chairs: gravel, clay and loam.

Doings of the year in Transportation, and total miles run.

Number of miles run by mixed trains, (no trains exclusively for passengers).....	81,934
Number of through passengers, for the year, on main road....	923½
Number of passengers (all classes) carried in cars.....	10,618
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	166,241
Gross amount of tonnage for the year.....	186,649
Average rate of speed adopted by mixed trains, including stops, (miles per hour).....	13
Average rate of speed adopted by coal trains, (including stops,).....	10
Average weight in tons of mixed trains, exclusive of passengers and baggage, (estimated).....	121
Average weight in tons of coal trains, exclusive of freight, (estimated).....	180

The amount of Freight, specifying the quantity in tons.

Anthracite coal.....	15
Bituminous coal.....	165,295
Pig iron.....	2
Other iron or castings.....	54
Lime and limestone.....	69
Agricultural products.....	362
Merchandise.....	2,030
Manufactures.....	34
Live stock.....	2
Lumber.....	18,480
Total.....	186,649

The rate of Fare for Passengers, charged for the respective Classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

RAILROAD REPORT.

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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$10,056 85
Repairs of buildings.....	9 87
Repairs of fences and gates.....	21 83
Total.....	<u>10,088 55</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$2,231 40
Repairs of passenger and baggage cars.....	305 04
Repairs of freight cars.....	1,834 81
Repairs of tools and machinery in shops.....	858 93
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	416 06
Total.....	<u>5,646 24</u>

Operating the Road.

Office expenses, stationery, &c.....	\$485 56
Agents and clerks.....	1,253 11
Labor—loading and unloading freight.....	5,079 87
Porters, watchmen and switch-tenders.....	305 00
Conductors, baggage masters and brakemen.....	1,764 25
Engineermen and firemen.....	4,220 42
Fuel—cost of labor for preparing for use.....	2,018 12
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	905 98
Damage to property, including damages by fire, and cattle killed on road.....	101 00
General superintendence.....	5,058 27
Total.....	<u>21,191 58</u>

The passenger cars are run with freight trains, therefore no separate allotment is made to passenger or freight transportation.

Receipts from all Sources.

Receipts from passengers.....	\$4,984 61
freight.....	112,712 71
mail transportation.....	1,512 20
use of freight cars.....	4,763 91
interest.....	4,507 60
other sources.....	6,307 16
Total.....	<u>134,788 19</u>

Payments other than for Construction.

For transportation expenses.....	\$36,926 37
For dividends.....	32,467 50
For interest.....	20,595 37
For other payments, including State tax, subscriptions to volunteer bounty funds, law expenses, insurances, &c.....	6,541 29

Total.....	<u>96,530 53</u>
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Total amount of surplus fund for the year ending October 30, 1862.....	<u>\$37,262 42</u>
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Accidents.

One accident, as explained below.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

July 4. An excursion train, returning up the road, stopped at Mitchell's station, where two sons of the postmaster, W. K. Mitchell, got on the top of a car, with the intention, as since ascertained, of going as far as Tioga station; one of the young men attempted to cross to the top of another car, and, as he stated, some one caught hold of his coat, causing him to fall between the cars—by which unfortunate accident one of his legs was cut off, and he was so much injured otherwise as to cause his death in a few days. His brother was slightly injured by jumping from the car, when the other fell.

Names and Residence of Officers.

Directors.	Post office address:
JOSEPH W. RYERSS.....	PHILADELPHIA, PA.
COFFIN COLKET.....	PHILADELPHIA.
CHARLES ELLIS.....	PHILADELPHIA.
JOSEPH SWIFT.....	PHILADELPHIA.
EDWARD C. DALE.....	PHILADELPHIA.
HENRY L. GAW.....	PHILADELPHIA.
WILLIAM ELLIS.....	PHILADELPHIA.
EDWIN SWIFT.....	PHILADELPHIA.
ROBERT W. RYERSS.....	PHILADELPHIA.
GEORGE E. SMITH.....	PHILADELPHIA.
JOHN W. GUERNSEY.....	TIOGA.
WILLIAM E. MORRIS.....	BROOKLYN, N. Y.
JOSEPH W. RYERSS, PRESIDENT.....	PHILADELPHIA.
ALEXANDER E. DOUGHERTY, TREASURER AND SECRETARY.....	PHILADELPHIA.
LEVI H. SHATTUCK, SUPERINTENDENT.....	CORNING.

(No. 68.)

WRIGHTSVILLE, YORK AND GETTYSBURG.

STATE OF PENNSYLVANIA, } ss:
 Dauphin County, }

Personally appeared A. B. Warford, President, and J. S. Leib, Treasurer of the Wrightsville, York and Gettysburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) A. B. WARFORD, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 13th day of January, 1863.
 WILLIAM KLINE, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	317,050 00
Amount paid in as by last report.....	317,050 00
Total amount now paid in of capital stock.....	317,050 00
Funded debt as per last report.....	52,000 00
Total amount now of funded debt.....	52,000 00
Floating debt, as by last report.....	31,995 88
The amount now of floating debt.....	24,180 43
Total amount now of floating and funded debt.....	76,180 43
Average rate per cent. per annum, of interest on funded debt.....	6 per cent.
Date of each dividend.....	Dec. 31, 1861.
Rate per cent. per annum of each dividend.....	2 per cent.
Amount of capital on which the respective dividends were declared.....	\$317,050 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment....	\$401,045 88.	\$393,230 43.

NOTE.—Unable to give items.

WRIGHTSVILLE, YORK AND GETTYSBURG

Characteristics of Road.

Length of main line of road, from York to Wrightsville....	13 miles.
Length of road laid.....	13 "
Length of double track, including sidings.....	<u><u>1</u></u> mile.

NOTE.—Cars belong to the Northern Central railway and included in report of that road.

The amount of Freight.

Included in the report of the amount of freight of Northern Central railway company, operating this road.

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 ² / ₁₀₀ cents.
For first class way passengers.....	3 ² / ₁₀₀ "

Expenses.

Included in expenses of Northern Central railway company, the road being operated by contract.

Receipts from all Sources.

Receipts from passengers.....	\$9,826 66
freight.....	18,201 00
mail transportation.....	650 00
Total.....	<u><u>28,677 66</u></u>

NOTE.—Receipts from use of freight cars, interest and other sources, are included in report of similar receipts of Northern Central railway company.

Payments other than for Construction.

Included in Northern Central Railway Co's report.

Names and Residence of Officers.

Directors.	Post office address.
THADDEUS STEVENS.....	LANCASTER, PA.
PHILIP A. SMALL.....	YORK, PA.
SAMUEL SHOCK.....	COLUMBIA, PA.
JOHN HOUGH.....	YORK.
ELI LEWIS.....	YORK.
ALE. J. FREY.....	YORK.
JOHN M. STEVENSON, JR.....	BALTIMORE, MD.
EATIMER SMALL.....	YORK.
A. B. WARFORD, PRESIDENT.....	HARRISBURG, PA.
J. S. LEIB, TREASURER.....	BALTIMORE, MD.
ROBT. S. HOLLINS, SECRETARY.....	BALTIMORE.
J. N. DU BARRY, GENERAL SUPERINTENDENT.....	HARRISBURG.

(No. 69.)

WEST CHESTER.

[The West Chester railroad is leased to the Pennsylvania railroad company. We have filled such blanks as will not appear in their report, having no means of answering the others.]

STATE OF PENNSYLVANIA, } ss:
Chester County, }

Personally appeared Isaac Thomas, President, and Thomas H. Hall, Treasurer, of the West Chester railroad company, and in due form of law made affirmation, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) ISAAC THOMAS, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this 12th day of November, 1862.

WILLIAM WHITEHEAD, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$165,000 00
Amount of stock subscribed.....	165,000 00
Total amount now paid in of capital stock.....	165,000 00
Funded debt as per last report, (ground-rent).....	13,333 00
Floating debt, as by last report, about.....	1,000 00
The amount now of floating debt, about.....	1,000 00
Avg rate per cent. per annum, of interest on funded debt....	6 per cent.
Date of each dividend: January and July.....	
Rate per cent. per annum of each dividend.....	2 per cent.
Amount of capital on which the respective dividends were declared.	165,000 00

Cost of Road and Equipment.

We have no means of furnishing a satisfactory report to this. Our branch was the first finished in the State, and cost about \$178,000.

Characteristics of Road.

Length of main line of road, from West Chester to Pennsylvania railroad..... 9 miles.

Length of road laid.....	9 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.

Pennsylvania railroad company will report. We have no means of answering the other questions.

Doings of the year in Transportation and total Miles Run.

Pennsylvania railroad company will answer.

Ambunt of Freight, specifying the quantity in tons.

Pennsylvania railroad company will answer.

Expenses.

Pennsylvania railroad company will report expenses.

Receipts from all Sources.

Receipts from passengers, (commissions).....	\$3,761 96
freight, (commissions).....	751 66
Interest.....	1,537 46
Other sources.....	2,450 28
Total.....	<u>8,501 36</u>

Payments other than for Construction.

For dividends.....	\$6,600 00
For interest, (part ground rent).....	858 90
For other payments.....	1,706 96
Total.....	<u>9,265 86</u>
Total amount of surplus fund.....	<u>18,727 83</u>

Names and Residence of Officers.

Directors.	Post office address.
ISAAC THOMAS, M. D.....	WEST CHESTER.
JOHN MARSHALL.....	WEST CHESTER.
WASHINGTON TOWNSEND.....	WEST CHESTER.
PHILIP P. SHARPLESS.....	WEST CHESTER.
JOS. B. TOWNSEND.....	PHILADELPHIA.
EDWARD HOOPES.....	PHILADELPHIA.
JOSEPH HEMPHILL.....	WEST CHESTER.
ISAAC THOMAS, M. D., PRESIDENT.....	WEST CHESTER.
THOS. H. HALL, TREASURER AND SECRETARY.....	WEST CHESTER.
PHILIP P. SHARPLESS, SUPERINTENDENT.....	WEST CHESTER.

(No. 70.)

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared, M. B. Hickman, President, and William M'Cullough, Treasurer, of the West Chester and Philadelphia railroad company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed)

M. B. HICKMAN, *President.*WM. M'CULLOUGH, *Treasurer.*

Sworn and subscribed before me, this 6th day of December, 1862.

LEWIS GODBON, *Alderman.**Stock and Debt.*

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed—11,142 unpreferred shares, and 6,588 preferred shares.	
Amount paid in as by last report.....	683,149 99
Total amount now paid in of capital stock.....	683,430 83
Funded debt, as per last report.....	1,010,652 31
Total amount now of funded debt.....	1,020,850 24
Floating debt, as by last report.....	11,650 73
Total amount now of floating and funded debt.....	1,020,850 24
Average rate per cent. per annum of interest on funded debt,	<u>7½ per cent.</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to West Chester,	26.38 miles.
Length of road laid.....	26.38 "
Length of double track, including sidings.....	3 "
Gauge of road....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 and 50 lbs.
Number of branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,250).....	11

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,750).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$550).....	19
Number of coal cars.....	None.
Number of iron bridges.....	1
Number of wooden bridges.....	16
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of depots on main road.....	22
Number of wood and water stations on main road.....	3
Value of real estate, held by the company.....	\$32,000
No tunnels.	
How is track laid, and on what foundation? About 15 miles on stone ballast; the balance on wooden sills, on earth bed.	

Doings of the year in Transportation, in total miles run.

Number of miles run by passenger trains.....	86,234
Number of miles run by freight trains.....	18,345
Number of miles run by gravel trains.....	1,221
Number of through passengers for the year on main road....	30,644
Number of passengers (all classes) carried in cars.....	234,078
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	2,746 ⁸⁸⁸ ₂₀₀₀
Gross amount of tonnage for the year.....	59,706 ¹¹⁰ ₂₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Average rate of speed adopted by freight trains, (including stops).....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	35
Average weight in tons of freight trains, exclusive of freight,.....	175

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	25,364 ⁷²⁰ ₂₀₀₀
No data so as to give the separate quantity of other freight.	

The rate of fare for Passengers, charged for the respective classes per mile, as follows:

For first class through passengers.....	2 ¹ / ₂ cents.
For first class way passengers.....	2 ¹ / ₂ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation	Freight transport'n.
Repairs of road bed and railway, excepting cost of iron.....	\$8,952 54	\$5,968 36	\$2,984 18
Repairs of buildings.....	333 24	205 62	127 72
Taxes on real estate.....	431 47	215 73	215 74
Total.....	9,717 25	6,389 61	3,327 64
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$4,033 81	\$2,689 21	\$1,344 60
Repairs of passenger and baggage cars.....	1,757 22	1,171 48	585 74
Repairs of freight cars.....	1,138 04	.....	1,138 04
Repairs of tools and machinery in shops.....	36 06	24 04	12 02
Total.....	6,965 13	3,884 73	3,080 40

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation	Freight transport'n.
Office expenses, stationery, &c.....	\$1,434 36	\$891 45	\$542 91
Agents and clerks.....	2,834 02	1,250 88	1,583 14
Labor—loading and unloading freight.....	2,001 27	.....	2,001 27
Porters, watchmen and switch tenders.....	787 80	525 20	262 60
Conductors, baggage masters and brakemen.....	4,543 43	2,926 70	1,616 73
Engineermen and firemen.....	4,290 53	2,860 35	1,430 18
Fuel—cost of labor for preparing for use.....	8,153 81	5,435 88	2,717 93
Oil and waste for engines and tenders, passenger, baggage and freight cars, ...	1,187 94	791 96	395 98
Loss and damage of goods and baggage.....	595 37	10 04	585 33
Shoveling snow.....	43 27	28 85	14 42
General superintendence.....	700 00	466 67	233 33
Contingencies	4,994 12	3,329 42	1,664 70
Salaries.....	2,232 99	1,488 66	744 33
Tolls and teaming.....	8,443 73	6,800 69	1,643 04
Fuel and light for stations and cars.....	573 61	518 52	55 09
Stationery and printing.....	757 87	396 03	361 84
Total.....	43,574 12	27,721 30	15,852 82
Total expenses of road.....	.....	\$60,256 50	.....
Total amount allotted to passenger transportation.....		37,995 64	
Do.....do.....freight.....		22,260 86	

RAILROAD REPORT.

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Receipts from all Sources.

Receipts from passengers.....	\$86,129 10
freight.....	41,141 78
mail transportation.....	1,463 00
other sources.....	10,868 96
Total.....	139,602 84

Payments other than for Construction.

For transportation expenses.....	\$60,256 50
For interest.....	68,693 21
For other payments.....	1,000 00
Total.....	129,949 71

Accidents.

No accidents during the year.

Names and Residence of Officers.

Directors.	Post office address.
MARSHALL B. HICKMAN.....	WEST CHESTER, PA.
WILLIAM APPLE.....	WEST CHESTER.
NICHOLAS MENDENHALL.....	WEST CHESTER.
JOHN BENNINGTON.....	GLEN M'ILLS.
SAMUEL RIDDLE.....	GLEN RIDDLE.
ABRAHAM PENNELL.....	GLEN RIDDLE.
JOHN FALLON.....	PHILADELPHIA.
JAMES H. ORNE.....	PHILADELPHIA.
THOMAS P. GIBBONS, M. D.....	PHILADELPHIA.
MARSHALL B. HICKMAN, PRESIDENT.....	WEST CHESTER.
WILLIAM MCULLOUGH, TREASURER.....	WEST CHESTER.
A. LEWIS SMITH, SECRETARY.....	PHILADELPHIA.
HENRY WOOD, SUPERINTENDENT.....	PHILADELPHIA.

(No. 71.)

WESTERN PENNSYLVANIA.

PHILADELPHIA, Nov. 22, 1862.

HON. THOMAS E. COCHRAN,
Auditor General, Harrisburg,

DEAR SIR:—I have your inquiries before me, relating to the Western Pennsylvania railroad company, and in reply would say, that the road formerly belonged to the North Western railroad, which with its franchises, were purchased by the bondholders, who formed the present Western Pa. R. R. Co.

The latter company has expended nothing in the construction of the road, which is at present, in embryo.

Trusting this answer will prove satisfactory, I remain,

Respectfully yours,

N. W. HARKNESS,

Secretary W. Pa. R. R. Co.

PASSENGER RAILWAYS.



PASSENGER RAILWAYS.

(No. 1.)

CITIZENS'.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared George Williams, President, and Wm. Bonsall, Treasurer, of the Citizens' Passenger railway company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) GEORGE WILLIAMS, *President.*
WM. BONSALL, *Treasurer.*

Sworn and subscribed before me, this 12th day of November, 1862.

AQUILLA HAINES, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed—10,000 shares.	
Amount paid in as by last report.....	192,750 00
Total amount now paid in of capital stock.....	192,750 00
Funded debt as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	9,000 00
Amount now of floating debt.....	9,000 00
Total amount now of floating debt.....	9,000 00
Average rate per cent. per annum of interest on funded debt,	6½ per cent.
Date of each dividend—January and July.	
Rate per cent. per annum of each dividend—January 2, ½ ;	
July 2, ½, on amount of authorized capital.	
Amount of capital on which the respective dividends were declared.....	\$192,750 00

Cost of Road and Equipment.

	By last report.	By present report.
Superstructure, including iron, and construction of track.....	\$64,366 66	\$64,366 60
Passenger stations, buildings and fixtures, } Car houses, machine shops..... }	40,635 25	40,927 75
Equipment, passenger and other cars....	103,444 99	104,076 81
Horses, harness, &c.....		
Total cost of road and equipment	167,811 65	168,443 47

Characteristics of Road.

Length of road—about.....	9 miles.
Length of road laid—about.....	7½ "
Length of double track, including sidings.....	800 feet.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number car houses, shops and stables.....	1 of each.
Number of depots.....	2
Number of first class passenger cars (two horse).....	39
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse).....	5
Average value of each.....	\$150 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	170
Average value of each, including harness.....	\$75 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$40,927 75
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,500
How is the track laid, and on what foundation?	On yellow pine stringers and cross ties.
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Tenth and Montgomery streets down Tenth to Reed, along Reed to Eleventh street, up Eleventh to Columbia avenue, and along Columbia avenue to Tenth street, with a branch on Poplar street from Tenth to Seventeenth street, and another on Columbia avenue from Eleventh to Broad street.	

PASSENGER RAILWAY REPORT.

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Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars.....	455,728
Number of passengers (all classes) carried in cars—about....	2,350,000
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	6 miles.
Rate of speed of same, when in motion.....	7 "
Number of trips each day.....	224

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, excepting cost of iron—about,	\$500 00
Repairs of buildings.....	292 50
Taxes on real estate.....	405 00
Total.....	\$1,197 50

Expenses of operating the Road.

On account of horses.....	All of these items are combined under the title of running expenses, excepting hay and feed, viz: Running expenses \$43,172 53; and hay, stray and feed, \$16,599 54
Harness and repairs.....	
Repairs of cars.....	
Horse shoeing.....	
Hay and feed.....	
Office expenses, stationery and depot expenses.....	
Salaries.....	
Insurance.....	
Watchmen, switchmen, hostlers, pay-roll.....	
General expenses of stable.....	
Conductors and drivers.....	
Fluid and fuel.....	
Oil.....	
Gas.....	
Damages for injuries of persons \$50; included in running expenses.....	
Total.....	\$59,772 07

Receipts from all Sources.

Receipts from passengers.....	\$94,375 89
rent.....	107 50
manure.....	1,183 33
other sources.....	2,712 40
Total.....	98,379 12

Payments other than for Construction.

For maintaining and operating the road.....	\$59,772 07
For interest.....	720 00
For dividends on stock.....	25,000 00
For new passenger cars and horses.....	1,477 50
Total.....	<u>86,969 57</u>

Accidents.

No passengers or employees killed—others, one killed.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

June 26. A boy two years and six months old, of the name of Bleker, was run over on Eleventh street, above Oxford street, and died the following day.

Names and Residence of Officers.

Directors.	Post office address.
BENJAMIN DAVIS.....	PHILADELPHIA.
G. COLKET.....	do.
AMOS ELLIS.....	do.
JOHN P. VERRÉE.....	do.
J. K. MILVAINE.....	do.
GEORGE WILLIAMS, PRESIDENT.....	PHILADELPHIA.
WILLIAM BONSALL, TREASURER AND SECRETARY.....	do.

(No. 2.)

CITIZENS' (PITTSBURG.)

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared James Verner, President of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct to the best of his knowledge and belief.

(Signed) JAMES VERNER, *President.*

Sworn and subscribed before me, this 2d day of December, 1862.

J. DONALDSON, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law, (with power to increase to \$200,000).....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	60,460 00
Total amount now paid in of capital stock.....	80,000 00
Funded debt as per last report.....	47,000 00
Total amount now of funded debt.....	47,800 00
Floating debt, as by last report.....	17,596 77
Amount now of floating debt.....	3,991 29
Total amount now of floating and funded debt.....	51,791 29
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date of each dividend—January 24, and July 19, 1862.	
Rate per cent. per annum of each dividend—\$5 per share each.	
Amount of capital on which the respective dividends were declared, \$61,900, and \$72,000.	

Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry.....	\$87,681 22	\$90,786 93
For bridges.....		
Superstructure, including iron.....		
Passenger stations, buildings and fixtures	11,123 26	12,003 21
Car houses, machine shops, and stable lot	13,709 89	13,509 89
Equipment, passenger and other cars.....	13,611 11	15,030 05
Horses, harness, &c.....		3,713 85
Land and land damages.....		
Total cost of road and equipment.....	126,125 48	135,043 93

Characteristics of Road.

Length of road	5 miles and 2,929 feet.
Length of road laid	5 " " "
Length of double track, including siding—about.....	2½ miles.
Gauge of road	5 ft. 2½ in.
Weight of rail per yard on main track.....	43 lbs.
Number of car houses, shops and stables.....	1 car house and 2 stables.
Number of first class passenger cars, (two horse).....	13
Average value of each.....	\$800 00
Number of second class passenger cars, (one horse).....	8
Average value of each.....	\$300 00
Number of passengers that may be seated in each car—24 in large, and 14 in small cars.	
Number of other cars—1 feed truck, and 1 salt car.	
Number of horses owned by the company.....	112
Average value of each, including harness.....	\$123 ²⁵ / ₁₀₀
Number of mules owned by the company.....	10
Value of real estate held, exclusive of road way, and including stable	\$13,713 ⁵⁵ / ₁₀₀
Average weight in lbs. of passenger cars, exclusive of passengers and baggage—large cars.....	2½ tons.
How is the track laid, and on what foundation? On pine stringers and oak cross ties; gravel, broken stone and clay foundation:	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. No connections with other roads. On Penn street, in Pittsburg, on the Pittsburg and Greensburg turnpike road, in Pitt township, on Butler street, in Lawrenceville, on the Lawrenceville and Sharpsburg plank road, in Collins township, and on ——— street in Sharpsburg.	

Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars—about.....	290,000
Number of passengers (all classes) carried in cars, (estimated at five cents each).....	1,253,808
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5
Rate of speed of same, when in motion.....	6
Number of trips each day—108 on main line, and 24 on Sharpsburg extension.	

PASSENGER RAILWAY REPORT.

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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed railway and pavements.....	\$2,828 04
Repairs of buildings.....	43 45
Taxes.....	1,343 92
Total.....	<u>4,215 41</u>

Expenses of operating the Road.

On account of horses.....	\$851 00
Harness and repairs.....	327 05
Repairs to cars.....	1,117 91
Horse shoeing.....	1,525 75
Hay and feed.....	8,562 32
Salaries.....	1,500 00
Insurance.....	482 00
Watchmen, switchmen, hostlers, pay-roll.....	5,430 37
Conductors and drivers.....	12,828 80
Fluid, oil and waste.....	386 81
Damages for injuries of persons.....	32 96
Total.....	<u>33,044 97</u>

Receipts from all Sources.

Receipts from passengers.....	\$62,665 43
Receipts from manure.....	150 00
Receipts from stockholders' instalments.....	19,540 00
Receipts from other sources.....	2,084 40
Total.....	<u>84,439 83</u>

Payments other than for Construction.

For interest.....	\$3,593 50
For dividends on stock.....	20,000 00
For new passenger cars and horses.....	1,218 94
For payments to loan account.....	13,605 48
For miscellaneous.....	2,013 53
Total.....	<u>40,431 45</u>

Accidents.

INJURED—passengers	1
others	1
Total.....	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

Hostlers' son, (a small boy,) stealing a ride—leg run over—amputation—died in ten days.

Man, jumping on front platform while car was in motion—leg run over—amputation—doing well.

Names and Residence of Officers.

Directors.	Post office address.
JAMES VERNER.....	PITTSBURG, PA.
ALEXANDER SPEER.....	do.
NATHANIEL HOLMES.....	do.
RICHARD HAYS.....	do.
J. HERVEY JONES.....	do.

JAMES VERNER, PRESIDENT.

NATHANIEL HOLMES, TREASURER.

JAMES E. MURPHY, SECRETARY.

(No. 3.)

DELAWARE COUNTY.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared E. Spencer Miller, President, and Jas. Miller, Treasurer, of the Delaware County Passenger railway company, and the said E. Spencer Miller in due form of law made oath, and the said James Miller affirmed, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) E. SPENCER MILLER, *President.*
 JAS. MILLER, *Treasurer.*

Affirmed and subscribed before me, this 3d day of December, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	*\$150,000 00
Amount of stock subscribed.....	†24,250 00
Amount paid in as by last report.....	‡23,980 00
Total amount now paid in of capital stock.....	24,030 00
Funded debt as per last report.....	6,500 00
Total amount now of funded debt.....	6,500 00
Floating debt, as by last report—about.....	1,600 00
Amount now of floating debt—about.....	1,850 00
Total amount now of floating and funded debt—about.....	8,350 00
Av'g rate per cent. per annum, of interest on funded debt,	7 per cent.
No dividend ever made.	

Cost of Road and Equipment.

	By last report.	By present report.
Road built by contract. It cost.....	\$24,345 82	\$24,345 82
Equipment, passenger and other cars.....	3,969 23	4,118 46
Horses, harness, &c.....	2,132 97	2,535 47
Total cost of road and equipment.....		30,999 75

* Or 8,000 shares, at \$50 a share.

† 480 shares absolutely and \$3,700 00, or 74 shares conditionally.

‡ Of which \$350 00 was returned to conditional subscribers.

Characteristics of Road.

Length of road : charter allows us to run about ten miles.	
Length of road laid—about.....	4 miles.
Length of sidings.....	300 feet
Gauge of road.....	4 ft. 2 in.
Weight of rail per yard on main track : strap rail weighing about	16 lbs.
Number of car houses, shops, stables and depots.....	* None.
Number of first class passenger cars, (two horse,).....	5
Average value of each.....	\$150 00
Number of passengers that may be seated in each car.....	about 20
Number of horses owned by the company.....	16
Average value of each, including harness.....	about \$40
Value of real estate held, exclusive of road way.....	None held.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage—about.....	3,500 lbs.
How is track laid, and on what foundation? Strap rail on oak stringers laid on cross ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. It runs westward along Market street and the West Chester turnpike road from William Penn hotel to the Howard House, a distance of about four miles. Near the William Penn, it connects with the West Philadelphia passenger railroad company's road.

Doings of the year in transportation of Passengers.

Number of passengers (all classes) carried in cars.....	No acc't kept.
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	about 5 miles.
Rate of speed of same, when in motion.....	" 6 "
Number of trips each day.....	14 round trips.

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, excepting cost of iron, (for the year,).....	\$195 26
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* The hotel at which our horses are kept, gives us the use of a room.

PASSENGER RAILWAY REPORT.

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Expenses of Operating the Road.

On account of horses.....	\$2,220 61
Harness and repairs.....	23 55
Repairs to cars.....	114 13
Horse shoeing.....	134 00
Horses are kept at livery at \$3 50 per horse a week.	
Watchmen, switchmen, hostlers, pay-roll. None except drivers and conductors receive pay.	
Conductors and drivers.....	\$1,034 50
Oil—so far as account was kept.....	5 88

Receipts from all Sources.

Receipts from passengers.....	\$4,260 52
stockholders' instalments.....	50 00
other sources.....	147 95
	<u>4,458 47</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$4,286 77
For interest.....	282 78
For new passenger cars and horses.....	561 73
Total.....	<u>5,131 28</u>

Accidents.

No accidents.

*Names of Officers.**Directors.*

W. C. HOUSTON,
JOHN SELLERS,
ADAM C. ECKFELDT,
JOSEPH POWELL,
B. F. WARREN,
JAMES MILLER.

Directors.

D. R. SMITH,
JOS. B. SMITH,
N. L. BONNAFON,
T. T. BUTCHER,
LEWIS WATKINS.

E. SPENCER MILLER, PRESIDENT.

JAMES MILLER, TREASURER.

A. L. BONNAFON, SECRETARY.

(No. 4.)

FAIRMOUNT AND ARCH STREET CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles B. Dungan, President, and John T. Lange, Treasurer, of the Fairmount and Arch Street City Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed)

C. B. DUNGAN, *President.*JNO. T. LANGE, *Treasurer.*

Sworn and subscribed before me, this 3d day of December, 1862.

WM. P. HIBBARD, *Alderman.**Stock and Debt.*

Capital stock as authorized by law.....	\$500,000 00
Total amount subscribed and paid.....	200,000 00
Total amount now of floating and funded debt.....	None.
Date of each dividend—January 20, 1862, \$1.00 per share;	
July 25, 1862, \$1 $\frac{2}{100}$ per share.	

Cost of Road and Equipment.

	By last report.	By present report.
Passenger stations, buildings, stable, car houses, blacksmith shops, and lot of ground subject to \$700 per annum.....	\$31,038 46	\$31,142 81
Equipment, passenger and other cars.....	19,938 30	19,938 30
Horses, harness, fixtures and tools.....	15,640 29	15,675 29
Construction of track, omnibus line, &c....	129,090 79	129,090 79
Total cost of road and equipment.....	195,707 84	195,847 19

Characteristics of Road.

Length of road.....	3 $\frac{180}{1000}$
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops, stables and depots.....	1
Number of first class passenger cars, (two horse).....	24

PASSENGER RAILWAY REPORT.

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Number of passengers that may be seated in each car.....	22
Number of horses owned by the company.	117
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Wire bridge, at Fairmount, via Callowhill street, Hamilton street, Twenty-second street, Callowhill street, Twentieth street, Arch street to Second street, the present temporary terminus. Return via Arch street, Twenty-first street, Callowhill street, to the place of beginning—crossing all north and south roads, and connecting with the Hestonville railroad at the Wire bridge, and at the eastern end with the Girard College Passenger railway company.	

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	1,437,634
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5 miles.
Number of trips each day, (average 200 trips daily), 62,866 for the year.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$362 13
Cost of iron used in repairs, and plates and spikes.	283 08
Taxes on real estate and ground rent.....	861 00
Total.....	1,506 21

Expenses of Operating the Road.

On account of horses.....	\$1,676 10
Harness and repairs.....	283 10
Repairs to cars.....	1,084 62
Horse shoeing.....	1,402 55
Hay and feed, hostler wages and general expenses of stable,	14,454 96
Office expenses, \$1,078 31; stationery, depot expenses, \$2,-	
888 13; road toll, \$2,099 60; incidental expenses, \$961 16,	7,027 20
Salaries	2,500 00
Insurance.....	518 00
Watchmen, switchmen, hostlers, pay-roll, included in above stable and depot expenses.	

FAIRMOUNT AND ARCH STREET CITY

Conductors and drivers.....	\$13,408 37
Fluid and fuel, included in depot expenses, (fuel, \$80, fluid, \$292 99).	
Oil, (included in incidental running expenses, \$40 26).	
Gas, (included in depot expenses, \$280 73).	
Total.....	<u>42,355 80</u>

Receipts from all Sources.

Receipts from passengers.....	\$58,889 99
manure.....	947 00
other sources.....	2,214 86
Total.....	<u>62,051 85</u>

Names and Residence of Officers.

Directors.	Post office address.
JOSEPH M. CARDEZA.....	PHILADELPHIA.
FREDERICK FAIRTHORNE.....	do.
D. T. PRATT.....	do.
ISRAEL PETERSON.....	do.
RICHARD PETERSON.....	do.

C. B. DUNGAN, PRESIDENT.

JOHN T. LANGE, TREASURER AND SECRETARY.

(No. 5.)

FAIRMOUNT.

FAIRMOUNT PASSENGER RAILWAY COMPANY, }
January 17, 1868. }

HON. THOMAS E. COCHRAN,

Auditor General.

Sir:—In reply to your communication of the 6th inst., I beg leave to say, that this company has not made a report, because it was impossible to make a correct one.

The former officers of the company, who issued fraudulent stocks and indebtedness, have left for parts unknown, and a master has been appointed by the Supreme Court to ascertain the amount of capital stock and indebtedness of this company; when that is made we expect to make a satisfactory report to you. If we must make a report, please inform us, and we will do our best, but it will be very imperfect. We have paid no dividends on stock, or interest on bonds for the past two years.

Respectfully your ob't serv't,

W. J. P. WHITE,

President Fairmount Passenger Railway Co.

(No. 6.)

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared James West, President, and E. Hart, Treasurer, of the Frankford and Southwark Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JAMES WEST, *President*.

E. HART, *Treasurer*.

Sworn and subscribed before me this 1st day of December, 1862.

PETER HAY, *Alderman*.

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	448,900 00
Amount paid in as by last report.....	441,445 00
Total amount now paid in of capital stock.....	442,045 00
Funded debt as per last report.....	200,000 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	None.
Amount now of floating debt.....	"
Total amount now of floating and funded debt.....	200,000 00
Av'g rate per cent. per annum, of interest on funded debt,	7 per cent.
Date of each dividend: January 15; July 15.	
Rate per cent. per annum of each dividend: 3½ per cent. for six months, in January; 4 per cent. for six months, in July.	
Amount of capital on which the respective dividends were declared: \$441,445, in January; \$442,045, in July.	

PASSENGER RAILWAY REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry, (construction of track,) bridges and superstructure, including iron and land damages, }	\$455,509 83	\$455,509 83
Passenger stations, buildings and fixtures, car houses and machine shops, }	129,927 26	130,034 26
Equipment, passenger and other cars.....	54,145 51	54,145 51
Horses, harness, &c.	28,813 02	28,830 82
Total cost of road and equipment.....	668,395 62	668,520 42

Characteristics of Road.

Length of road (counting the double track but one length)...	12.33 miles.
Length of road laid.....	12.33 "
Length of double track, including sidings.....	4.4 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	2
Number of depots.....	3
Number of first class passenger cars, (two horse,).....	* 45
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse,)	6
Average value of each.....	\$200 00
Number of passengers that may be seated in each car.....	22
Number of other cars : 2 salters, 3 trucks, 1 feed car.	
Number of horses owned by the company.....	267
Average value of each, including harness.....	\$107 53
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,900
How is the track laid, and on what foundation ?	Yellow pine stringers and cross ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Berks street (between Third and Fourth streets) west to Sixth; south, along Sixth street to fifty feet below Pearce street; thence, through our own property, to Fifth street; northward, along Fifth street, to Germantown road; thence along Germantown road to Berks, at Eastwardly on Berks street, place of beginning.—From same starting place, east along Berks street to Front street; thence northwardly along Front to Kensington avenue; along Kensington avenue,

* Thirty-six only used regularly.

across Frankford creek (through our own property) to Main street, Frankford; thence along Main street to Arrott street. This portion of the road is double track—crosses Frankford creek on a Howe's patent truss bridge. The first, or city section, crosses all the east and west passenger railways in the city.

Doings of the year in transportation of Passengers.

Number of miles run by passenger cars (by all).....	697,092
Number of passengers (all classes) carried in cars—about....	3,600,000
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5.4 miles
Rate of speed of same, when in motion.....	6.5 “
Number of trips each day: 8 trips on city section and 7 on rural section.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$7,599 09
Cost of iron used in repairs.....	582 18
Repairs of buildings.....	274 26
Taxes on real estate.....	996 49
Total	<u>9,452 02</u>

Expenses of Operating the Road.

On account of horses.....	\$2,431 85
Harness and repairs.....	809 97
Repairs to cars.....	5,298 60
Horse shoeing.....	5,364 63
Hay and feed.....	26,340 71
Office expenses, stationery and depot expenses.....	7,921 34
Salaries.....	3,785 75
Insurance.....	270 00
Watchmen, switchmen, hostlers, pay-roll.....	10,460 20
General expenses of stable.....	1,445 29
Conductors and drivers.....	36,747 28
Fluid.....	207 23
Oil.....	248 97
Damages for injuries of persons.....	70 00
Total	<u>101,401 82</u>

PASSENGER RAILWAY REPORT.

275

Receipts from all Sources.

Receipts from passengers.....	\$168,483 84
rent.....	356 00
manure.....	1,778 00
stockholders' instalments.....	600 00
other sources.....	1,717 63
Total.....	<u>172,935 47</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$109,857 35
For interest, including interest on funded debt.....	13,671 83
For dividends on stock.....	33,097 27
For payment for taxes on personal property and license on cars,	1,200 00
For miscellaneous.....	2,135 00
Total.....	<u>149,961 45</u>
Total amount of surplus fund.....	<u>\$14,689 38</u>

Names and Residence of Officers.

Directors.	Post office address.
MICHAEL GARSED.....	FRANKFORD, P. O., PHILA.
NATHAN HILLES.....	do. do.
EDWARD S. HANDY.....	PHILADELPHIA.
HENRY C. HARRISON.....	do.
W. C. KEEHMLE.....	do.
BENJAMIN ROWLAND.....	do.
M. R. SUPLE.....	do.
JMO. H. TOWNE.....	do.
S. MORRIS WALNE.....	do.
WM H. HARRISON.....	do.
R. F. FOULTNER.....	do.
AMES KEENE.....	TACONY, PENNSYLVANIA.
JAMES WEST, PRESIDENT.....	PHILADELPHIA.
E. HART, TREASURER.....	PHILADELPHIA.
CHARLES E. ABBOTT, SECRETARY.....	PHILADELPHIA.

(No. 7.)

GERMANTOWN.

STATE OF PENNSYLVANIA, } ss.
Philadelphia City,

Personally appeared Adam Warthman, President, and Joseph Singerly, Treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*
 JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this 8th day of November, 1862

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	112,245 00
Total amount now paid in of capital stock.....	112,245 00
Funded debt as per last report.....	250,000 00
Total amount now of funded debt.....	250,000 00
Floating debt as by last report, under.....	1,000 00
Amount now of floating debt, under.....	1,000 00
Total amount now of floating and funded debt.....	251,000 00
Av'g rate per cent. per annum, of interest on funded debt....	7 per cent.
No dividend.	

NOTE.—The Germantown Passenger railway company is now under assignment, but is now making an arrangement to remove the same.

JOSEPH SINGERLY.

Cost of Road and Equipment.

Included in general contract to build, equip and put in complete running order, which includes tracking, horses, harness, cars, real estate, depots and incidentals necessary thereto, say \$299,913.17. The amount will be further increased by some necessary additions and improvements.

PASSENGER RAILWAY REPORT.

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Characteristics of Road.

Length of road, a fraction less than.....	19 miles.
Length of road laid, a fraction less than.	19 "
Length of double track, including sidings on Germantown pike about.....	5½ "
Weight of rail per yard on main track.....	45 lbs.
Number of car houses and stables—1 car house; 2 stables.	
Number of depots—2 in city; 1 in Germantown.	
Number of first class passenger cars, (two horse), 26 in gen- eral use.....	35
Average value of each.....	\$800 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	22
Number of other cars.....	None.
Number of horses owned by the company.....	184
Aggregate value, including harness.....	15,000 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way, on which is ground rent, \$750.....	47,800 00
How is the track laid, and on what foundation? White pine cross ties and 7 by 9 stringers.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Diamond street, North, to Germantown via Germantown pike, and return; and from Diamond street, South, to Dickerson street and Walnut street via Fourth, and return via Eighth street.	

Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars.....	511,100
Number of passengers (all classes) carried in cars, near.....	2,000,000
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).	6 miles.
Rate of speed of same when in motion, between.....	5 & 6 "
Number of trips each day—11 on Walnut street; 8 on Dick- erson street; and 6 to Germantown.	

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, excepting cost of iron.....	<u>\$2,552 76</u>
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GERMANTOWN

Expenses of Operating the Road.

Hay, feed and straw.....	\$17,336 65
Watchmen, switchmen, hostlers, pay-roll.....	12,332 87
General expenses.....	13,009 11
Conductors and drivers.....	24,980 47
Fluid.....	421 58
Blacksmithing.....	698 17

Total from Nov. 1, 1861, to Oct. 31, 1862.....	<u>71,311 61</u>
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Receipts from all Sources.

Receipts from passengers.....	\$93,761 18
manure.....	1,256 49
other sources.....	11,774 26
Total.....	<u>106,791 93</u>

Accidents.

Being of so seldom occurrence, have no record.

Names and Residence of Officers.

Directors.	Post office address.
JAMES MARTIN.....	PHILADELPHIA.
WILLIAM F. MISKEY.....	do.
JOHN A. MISKEY.....	do.
JOSEPH BEECHER.....	do.
JACOB HOLLOWBUSH.....	do.
LEWIS SCOUT.....	do.
WILLIAM M. SINGERLY.....	do.
A. D. CALDWELL.....	do.
JOSEPH SINGERLY.....	do.

ADAM WARTHMAN, PRESIDENT.

JOSEPH SINGERLY, SECRETARY AND TREASURER.

(No. 8.)

GIRARD COLLEGE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. B. Edwards, President, and William S. Blight, Treasurer, of the Girard College Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) E. B. EDWARDS, *President.*
 WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 30th day of December, 1862.

J. R. MASSEY, *J. P. and Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	10,000 shares.
Amount paid in as by last report—per share.....	\$16 00
Total amount now paid in of capital stock.....	160,000 00
No floating or funded debt.	
Date of each dividend—January 6, and July 14, 1862.	
Rate per cent. per annum of each dividend— $6\frac{1}{2}$ per cent. per annum.	
Amount of capital on which the respective dividends were declared.....	<u>160,000 00</u>

Cost of Road and Equipment.

	By present report.
Passenger stations, buildings, fixtures, car houses and machine shops.....	\$36,394 33
Equipment, passenger and other cars.	21,149 65
Horses, harness, &c.....	16,567 74
Construction of track.....	<u>7,500 00</u>

Characteristics of Road.

Length of road.....	5.4 miles.
Length of road laid.....	5.4 "
Length of double track, including sidings.....	2.7 "

Gauge of road.....	5 ft. 4 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horse).....	25
Cost when new—each.....	\$775 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company.....	116
Value of real estate held, exclusive of road way—assessed value.....	\$9,000 00
How is track laid, and on what foundation? Gravel foundation, white pine stringers and ties.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Ridge avenue, Ninth street, Tenth street, and Arch street; giving exchange tickets to passengers, good on any road at the intersection.	

Doings of the year in Transportation of Passengers.

Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5.4 miles.
Rate of speed of same, when in motion.....	5.4 "
Number of trips each day.....	192

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$808 34
Taxes on real estate, (whole tax on property).....	414 00

Expenses of operating the Road.

Stable account.....	\$16,286 51
Harness and repairs.....	404 34
Repairs to cars.....	365 98
Blacksmith account.....	1,809 34
Office expenses, stationery and depot expenses, salaries and insurance.....	4,031 98
Conductors and drivers, fluid, fuel and oil, (running expenses)	19,026 64

Receipts from all Sources.

Receipts from passengers.....	\$62,862 27
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PASSENGER RAILWAY REPORT.

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Payments other than for Construction.

For dividends on stock..... \$20,000 00

Names and Residence of Officers.

Directors.	Post office address.
WILLIAM S. GRANT.....	PHILADELPHIA.
ANDREW A. BUTLER.....	do.
CHARLES THOMPSON JONES.....	do.
JOHN LAMBERT.....	do.
HENRY CROSKY.....	do.

E. B. EDWARDS, PRESIDENT.

WILLIAM S. BLIGHT, TREASURER AND SECRETARY.

(No. 9.)

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared J. K. M'Ilvain, President, and H. H. Wilson, Treasurer, of the Green and Coates Street Philadelphia Passenger railway company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. K. M'ILVAIN, *President.*H. H. WILSON, *Treasurer.*

Affirmed and subscribed before me, this 11th day of November, 1862.

J. K. MASSEY, *Alderman.**Stock and Debt.*

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt as per last report.....	82,000 00
Total amount now of funded debt.....	82,000 00
Floating debt, as by last report.....	3,500 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	82,000 00
Rate per cent. per annum, of interest on funded debt.....	7 per cent.
Date of each dividend—January 20, and July 18, 1862.	
Rate of each dividend—January, \$1 00 per share ; July, \$1 25 per share.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$216,123 $\frac{47}{100}$	\$219,786 $\frac{92}{100}$

Characteristics of Road.

Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	5

PASSENGER RAILWAY REPORT.

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Number of depots.....	2
Number of first class passenger cars, (two horse).....	40
Average cost of each.....	\$800 00
Number of second class passenger cars, (one horse).....	4
Average value of each.....	150 00
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company.....	187
Value of real estate held, exclusive of road way.....	73,935 19
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Along Landing avenue, Coates, Twenty-second, Green, Fourth, Dickerson, Eighth, and out Coates street to Fairmount.	

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	2,266,005
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour), about.....	6 miles.
Number of trips each day.....	185

Expenses of Operating the Road.

On account of horses.....	\$3,227 50
Repairs and renewal of cars.....	3,757 92
Horse shoeing	2,616 67
Hay and feed.....	17,633 18
Office expenses.....	311 35
Salaries	2,695 68
Insurance.....	583 30
General expenses of stable.....	6,687 47
Conductors and drivers.....	23,287 93
General running expenses.....	2,695 62
Damages for injuries of persons, &c.....	132 75
Total.....	63,629 37

Receipts from all Sources.

Receipts from passengers.....	\$104,964 27
manure.....	1,102 60
other sources.....	2,586 07
Total.....	108,652 94

GREEN AND COATES STREET

Payments other than for Construction.

For maintaining and operating the road.....	\$63,629 37
For interest, (coupons).....	5,813 50
For dividends on stock.....	22,153 00
For miscellaneous.....	13,033 81
Total.....	<u>104,629 68</u>

Names and Residence of Officers.

Directors.	Post office address.
Hon. ELLIS LEWIS.....	PHILADELPHIA.
ROBERT F. TAYLOR	do.
WILLIAM AMER.....	do.
E. DEACON.....	do.
W. P. WAY.....	do.
THOMAS L. WOOLSTON.....	do.
JOHN H. TOWNE.....	do.
WILLIAM READ.....	do.
T. S. DIXON.....	do.
W. H. SOWERS.....	do.
DAVID WATT.....	do.
GEORGE GORDON.....	do.
J. K. M'ILVAINE, PRESIDENT.....	PHILADELPHIA.
H. H. WILSON, TREASURER AND SECRETARY.....	do.

(No. 10.)

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared William M. Hersh, President of the Pittsburg and Birmingham Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed) WM. M. HERSH, *President.*

Sworn and subscribed before me, this 5th day of January, 1863.

LEONARD S. JOHNS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	32,537 50
Total amount now paid in of capital stock.....	37,475 00
Funded debt as per last report.....	23,600 00
Total amount now of funded debt.....	22,600 00
Floating debt, as by last report.....	6,686 62
Amount now of floating debt.....	3,328 93
Total amount now of floating and funded debt.....	25,928 93
Average rate per cent. per annum, of interest on funded debt...	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Superstructure, including iron.....	\$46,728 58	\$46,728 58
Passenger stations, buildings and fixtures—occupied under lease.		
Car houses and machine shops.....	1,973 40	1,980 30
Iron pavement—no pavement; iron gutters and crossings—included in superstructure.		
Equipment, passenger and other cars.....	8,084 50	8,159 85
Horses, harness, &c.....	5,102 02	6,426 13
Construction of track—included in superstructure.		
Land and land damages—included in superstructure.		
Total cost of road and equipment.....	61,888 50	63,294 86

Characteristics of Road.

Length of road.....	2 $\frac{6}{10}$ miles.
Length of road laid.....	2 $\frac{6}{10}$ "
Length of double track, including sidings.....	1 mile 98 $\frac{3}{4}$ perches.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	1 each.
Number of depots.....	None.
Number of first class passenger cars, (two horse).....	9.
Average value of each.....	\$825 00
Number of passengers that may be seated in each car.....	18
Number of other cars—one feed and one salt car.	
Number of horses owned by the company.....	63
Average value of each, including harness.....	\$98 04
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2 $\frac{1}{2}$ net tons.
How is track laid, and on what foundation? Laid on pine stringers and oak ties, on turnpike foundation.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Along Smithfield street, from Fifth street to and across Monongahela bridge to South Pittsburg, thence along Carson street through the boroughs of South Pittsburg and Birmingham over to East Birmingham.	

PASSENGER RAILWAY REPORT.

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Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars.....	143,895 miles.
Number of passengers (all classes) carried in cars.....	577,284
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour)—about.....	5 miles.
Rate of speed of same, when in motion—about.....	6 “

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$1,986 57
Cost of iron used in repairs.....	45 26
Repairs of buildings.....	67 03
Taxes on real estate.....	60 42
Total.....	2,159 28

Expenses of Operating the Road.

On account of horses.....	\$1,055 12
Harness and repairs.....	182 57
Repairs to cars.....	444 53
Horse shoeing.....	979 85
Hay and feed.....	4,178 96
Office expenses, stationery and depot expenses.....	50 31
Salaries.....	1,900 00
Insurance.....	243 97
Watchmen, switchmen, hostlers, pay-roll.....	1,902 89
General expenses of stable.....	2,437 21
Conductors and drivers.....	5,332 88
Fluid and fuel.....	65 03
Oil.....	29 60
Gas.....	149 64
Total.....	18,952 56

Receipts from all Sources.

Receipts from passengers.....	\$28,398 23
manure.....	68 75
stockholders' instalments.....	4,937 50
other sources.....	972 52
Total.....	34,377 00

Payments other than for Construction.

For maintaining and operating the road.....	\$21,215 14
For interest	1,498 38
For payment for taxes on personal property.....	103 30
For payments to loan account—funded debt reduced.....	1,000 00
Total amount of surplus fund.....	None.

Accidents.

Killed—one child aged seven or eight years.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

Aug. 24. Joseph Alexander Goodwin, aged about eight years, hanging on the car while in motion, fell under the hind wheel, which passed over his head causing instant death. The accident occurred in the borough of Birmingham.

WM. M. HERSH, *President.*

Names and Residence of Officers.

Directors.	Post office address.
WILLIAM M. HERSH.....	PITTSBURG, PA
WILLIAM COLEMAN	do.
BENJ. F. JONES.....	do.
JOHN M'D. CROSSAN.....	do.
WILLIAM K. NIMICK.....	do.

WILLIAM M. HERSH, PRESIDENT.
NATHANIEL HOLMES, TREASURER.
WILLIAM K. NIMICK, SECRETARY.

(No. 11.)

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared John N. Hutchinson, President, and James M'Fadden, Jr., Treasurer, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed.)

J. N. HUTCHINSON, *President.*JAMES M'FADDEN, Jr., *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1862.

ANDREW MORROW, *Alderman.**Stock and Debt.*

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed (par value of 19,914 shares)....	497,850 00
Amount paid in as by last report.....	159,312 00
Total amount now paid in of capital stock.....	159,312 00
Funded debt as per last report.....	15,500 00
Total amount now of funded debt.....	15,500 00
Amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	15,500 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: January 2d and July 2d, 1862.	
Rate per cent. per annum of dividends: 4 per cent. on par value of stock.	
Amount of capital on which the respective dividends were declared.....	<u>\$159,312 00</u>

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$173,010 15	\$173,010 15

Characteristics of Road.

Length of road.....	36,392 feet or 6 $\frac{7}{8}$ miles.
Length of road laid.....	"....."
Length of double track, including sidings—about.....	1 $\frac{1}{2}$ miles.

Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	4
Number of depots.....	1
Number of first class passenger cars, (two horse,).....	17
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse,).....	5
Average value of each.....	\$100 00
Number of passengers that may be seated in each car.....	20

Doings of the year in transportation of Passengers.

Number of miles run by passenger cars (estimated).....	315,744
Number of passengers (all classes) carried in cars (estimated),	1,727,873
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	4
Rate of speed of same, when in motion.....	5
Number of trips each day—on main road.....	210

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Included in expenses of operating the road.

Expenses of Operating the Road.

Total (including taxes, repairs of road and all other expenses) \$44,482 99.

Receipts from all Sources.

Receipts from passengers.....	\$69,000 49
other sources.....	1,222 65
Total	70,223 14

Payments other than for Construction.

For maintaining and operating the road.....	\$44,482 99
For interest on bonds.....	1,085 00
For dividends on stock.....	19,914 00
* For new passenger cars and horses.....	
* For payment for taxes on personal property.....	
Total	65,481 99
Total amount of surplus fund.....	\$4,741 15

* Included in expenses of operating the road.

Accidents.

No passengers or employees killed or injured; others, one killed.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1862.

April 25. On Gray's Ferry road, nearly opposite the U. S. Naval Asylum, Samuel A. Jordan was run over by car No. 17 and killed. He was intoxicated at the time. At an investigation held the same day by the coroner of the city, a verdict of "accidently killed" was rendered and the driver of the car exonerated from blame.

Names and Residence of Officers.

Directors.	Post office address.
LEHMAN P. ASHMEAD.....	120 South Eighteenth street..... PHILADELPHIA.
JOHN F. BRINTON.....	249 South Sixth.....do..... do.
CHARLES P. DARE.....	23 South Fifteenth.....do..... do.
OWEN B. EVANS.....	N. W. corner of Tenth and Green..... do.
WILLIAM M. FARR.....	1824 Spruce street..... do.
CHARLES HARMAR.....	Malden Lane, below Gray's Ferry road..... do.
G. CRAIG HEBBERTON, M. D.....	1509 Arch street..... do.
JNO. P. M'FADDEN.....	808 South Fourth street..... do.
JOHN S. M'MULLEN.....	423 Walnut street..... do.
ISRAEL MAULE.....	1627.....do..... do.
EDWARD G. WEBB.....	904 Jefferson avenue..... do.
JOHN N. HUTCHINSON, PRESIDENT,	Fifteenth and Oxford streets.....PHILADELPHIA.
JAMES M'FADDEN, JR., TREASURER AND SECRETARY,	1345 Christian street.....do.

(No. 12.)

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas S. Ellis, President, and Thos. Sparks, Treasurer, of the Philadelphia and Darby Passenger railway company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) THOS. S. ELLIS, *President.*
 THOS. SPARKS, *Treasurer.*

Affirmed and subscribed before me this 2d day of December, 1862.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law	\$200,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	98,853 90
Total amount now paid in of capital stock	99,439 00
Funded debt, as per last report	19,500 00
Total amount now of funded debt	17,000 00
Floating debt, as by last report	None.
Amount now of floating debt	500 00
Total amount now of floating and funded debt	17,500 00
Avg rate per cent. per annum, of interest on funded debt	7 per cent.
Date of each dividend—January 10, 1862, (dividend No. 2)	
Rate per cent. per annum of each dividend—one dividend of 50 cents per share on 4,864 shares, of \$20 per share.	
Amount of capital on which the respective dividends were declared.	97,280 00

PASSENGER RAILWAY REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry.....	\$1,885 09	\$1,885 09
For bridges... ..	776 95	776 95
Superstructure, including iron.....	39,611 67	39,770 71
Passenger stations, buildings, fixtures and car houses.....	17,366 41	17,597 76
Land.....	2,647 00	4,647 00
Equipment, passenger and other cars.....	8,500 00	8,500 00
Horses, harness, &c.....	7,829 30	7,829 30
Construction of track.....	5,336 64	5,336 64
Omnibus line and incidentals.....	2,639 83	2,639 83
Total cost of road and equipment.....	86,592 89	88,983 28

Characteristics of Road.

Length of road, about.....	5½ miles.
Length of road laid.....	5 miles 255 ft.
Length of double track, including sidings.....	5½ " 23 ft.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	42 pounds.
Number of car houses and stables.....	1 of each
Number of depots.....	1
Number of first class passenger cars, (two horse)....	10
Average value of each.....	\$500 00
Number of second class passenger cars, (one horse).....	3
Average value of each.....	300 00
Number of passengers that may be seated in each car—18 and 12 respectively.	
Number of other cars—1 construction car.	
Number of horses owned by the company.....	57
Average value of each, including harness.....	\$75 00
Value of real estate held, exclusive of road way, including buildings.....	29,013 41
How is the track laid, and on what foundation? Wooden cross ties, oak, chestnut and yellow pine stringers.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. On the Philadelphia Darby post road from Philadelphia, connecting at Market street, West Philadelphia, with the West Philadelphia railway company.	

Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars.....	97,590
Number of passengers (all classes) carried in cars.....	240,534
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	6
Average number of trips each day—27 trips of 10 miles each.	

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, excepting cost of iron.....	\$2,924 50
Repairs of buildings.....	108 27
Taxes on real estate.....	113 44
Total	<u>3,146 21</u>

Expenses of Operating the Road.

Harness and repairs.....	\$108 76
Repairs to cars.....	403 29
Horse shoeing.....	475 32
Hay and feed.....	5,086 04
Office expenses, stationery, depot expenses and stable.....	1,032 17
Salary to superintendent.....	600 00
Insurance.....	23 20
Watchmen, switchmen, hostlers, pay-roll.....	2,470 31
Conductors and drivers.....	4,083 36
Fluid and fuel.....	95 30
Oil.....	25 30
Gas.....	86 03
Total	<u>14,489 08</u>

Receipts from all Sources.

Receipts from passengers.....	\$19,597 04
rent.....	102 00
manure.....	446 63
stockholders' instalments.....	585 10
other sources.....	1,510 24
Total receipts in 12 months.....	<u>22,241 01</u>
Balance October 31, 1861.....	3,892 40
	<u>26,133 41</u>

PASSENGER RAILWAY REPORT.

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Payments other than for Construction.

For maintaining and operating the road, including taxes, &c.,	\$17,635 29
For interest on bonds.....	1,190 00
For dividends on stock, (part of dividends Nos. 1 and 2).....	2,404 75
For payment for taxes on personal property.....	106 72
For payments to loan account.....	1,500 00

See below extract from disbursement book of company.

Total amount to credit of profit and loss account, January 11, 1862, (after setting apart dividend No 2).....	<u>317 33</u>
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Abstract from the Disbursement Book of the Philadelphia and Darby Passenger railway company.

Conducting transportation account from November 1, 1861, to October 31, 1862.

Track repairs, (and altering grade at Woodland's).....	\$2,924 50
Repairs of equipment and horse shoeing.....	992 01
Repairs of buildings.....	108 27
Rents, ground rents and taxes.....	808 60
Renewal of horses.....	
Wages of conductors, drivers and grooms.....	6,303 67
Salary of superintendent, (no other salaries).....	600 00
Interest, (note discounted).....	10 50
Stationery, printing and advertising.....	117 83
Provender, including straw.....	5,086 04
Sundry supplies, (such as oil, fluid, &c.).....	394 81
Incidentals, (mail boy, station attendance, &c.).....	289 06
	<u>17,635 29</u>

Construction and Equipment Account for same period.

Railroad, (new sidings, &c.).....	\$159 04
Real estate.....	2,000 00
Buildings, (hay house).....	231 35
Interest on bonds, (\$17,000 at 7 per cent.).....	1,190 00
Dividend accounts, (account of dividends Nos. 1 and 2).....	2,404 75
Coupon bonds, (redeemed by receipts from stockholders, &c.,	1,500 00
U. S. post office department, balance due department.....	64 43
	<u>25,184 86</u>
November 1, 1862, balance cash on hand.....	948 51
	<u>26,133 41</u>

PHILADELPHIA AND DARBY

Accidents.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
ANDREW M. EASTWICK.....	KINGESSING P. O. OF PHILA.
JOSEPH B. CONOVER.....	PHILADELPHIA.
PEARSON SERRILL.....	DARBY, Delaware county.
D. HENRY FLICKWIR.....	DARBY OF PHILADELPHIA
JOHN DICK.....	KINGESSING P. O.
ROBERT BUIST.....	KINGESSING P. O. OF PHILA.
THOMAS S. ELLIS, PRESIDENT.....	PHILADELPHIA.
THOMAS SPARKS, TREASURER AND SECRETARY, 121 Walnut st.....	PHILADELPHIA.

(No. 13.)

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared Charles Camblos, President, and William W. Colket, Treasurer, of the Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) CHAS. CAMBLOS, *President.*
 W. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 14th day of November, 1862.

JAMES M'CAHEN, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law, (with right to increase to \$750,000).....	\$500,000 00
Amount of stock subscribed, (10,000).	500,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt as per last report.....	100,000 00
Total amount now of funded debt.	135,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Rate per cent. per annum of each dividend—\$1 50 per share January 16, 1862; \$2 00 per share July 11, 1862.	
Amount of capital on which the respective dividends were declared.....	500,000 00

Cost of Road and Equipment.

	By last report.	By present report.
For bridges, as per contract with Chestnut street bridge.....	\$100,000 00	\$100,000 00
Superstructure, including iron, construction account, track and incidentals, right of way, &c., as per contract.....	53,749 66	54,649 66
Passenger stations, buildings and fixtures. Car houses and machine shops, stables and fixtures and office furniture.....	15,230 76	15,230 76
Equipment, passenger and other cars.....	7,090 73	7,275 12
Horses, harness, &c.....	17,224 58	18,424 58
Land.....	14,486 41	14,486 41
		10,267 49
Total cost of road and equipment.....	207,782 14	220,334 02

Characteristics of Road.

Length of road.....	3 ⁸⁹⁷ / ₈₈₆ miles.
Length of road laid.....	3 ⁸⁹⁷ / ₈₈₆ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	56 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horse,).....	22
Average value of each.....	\$400 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	1
Number of horses owned by the company.....	120
Average value of each, including harness.....	\$50 00
Value of real estate held, exclusive of road way.....	\$10,267 49
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,700 lbs.
How is track laid, and on what foundation? On string pieces and cross ties—gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Twenty-first street, on Chestnut, to Front street; down Front to Walnut street, and on Walnut street to Twenty-second St.; up Twenty-second to Chestnut, and on Chestnut to Twenty-first street. The Green and Coates and Germantown Passenger railway companies use the track on Walnut street, from Fourth to Eighth street, to form a circuit with their road on Fourth and Eighth streets.

PASSENGER RAILWAY REPORT.

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Doings of the year in transportation of Passengers.

Number of miles run by passenger cars.....	333,720
Number of passengers (all classes) carried in cars.....	2,068 476
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour) nearly.....	5 miles.
Rate of speed of same, when in motion—nearly.....	6 “
Number of trips each day.....	<u>15 per car.</u>

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$358 78
Taxes on real estate.....	427 40
Total.....	<u>786 18</u>

Expenses of operating the Road.

On account of horses.....	\$611 25
Harness and repairs.....	363 65
Repairs to cars.....	1,089 44
Horse shoeing.....	1,515 26
Hay and feed.....	10,685 32
Office expenses, stationery and depot expenses.....	665 36
Salaries.....	1,696 89
Insurance.....	385 04
Watchmen, switchmen, hostlers, pay-roll.....	5,550 96
General expenses of stable.....	481 98
Conductors and drivers.....	16,904 87
Fluid.....	605 65
Oil.....	61 96
Gas.....	263 79
Damages for injuries of persons.....	76 00
Miscellaneous, including depot rent, taxes and license to city,	3,924 96
Total.....	<u>44,882 28</u>

Receipts from all Sources.

Receipts from passengers.....	\$85,740 19
for exchange tickets.....	966 82
Receipts from manure.....	786 70
sale of bonds.....	35,275 00
other sources.....	1,752 33
Total.....	<u>124,521 04</u>

PHILADELPHIA CITY

Payments other than for Construction.

For maintaining and operating the road.....	\$45,668 46
For interest.....	450 00
For dividends on stock.....	35,000 00
For new passenger cars and horses.....	1,200 00
For State tax on capital.....	1,750 00
Total.....	<u>84,068 46</u>

Accidents.

Two passengers injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

- 1861, Dec. 19. Martha D. Brown, near Second and Chestnut streets, fell in getting off the car—sprained arm.
- 1862, Aug. 23. Eliza Graham, near Eleventh and Chestnut streets, fell in getting off the car—contusion, head.

Names and Residence of Officers.

Directors.	Post office address.
CHARLES WISTER.....	PHILADELPHIA, PA.
JOSEPH C. HOWELL.....	PHILADELPHIA.
AMOS ELLIS.....	PHILADELPHIA.
GEORGE WILLIAMS.....	PHILADELPHIA.
GOFFIN COLKET.....	PHILADELPHIA.
ALEXANDER E. DOUGHERTY.....	PHILADELPHIA.
CHARLES CAMBLOS, PRESIDENT.....	PHILADELPHIA.
WILLIAM W. COLKET, TREASURER AND SECRETARY.....	PHILADELPHIA.

(No. 14.)

PITTSBURG AND EAST LIBERTY.

STATE OF PENNSYLVANIA, }
Allegheny county, } ss:

Personally appeared W. O. Leslie, General Superintendent of the Pittsburgh and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct to the best of his knowledge and belief.

(Signed,) W. O. LESLIE, *General Superintendent.*

Sworn and subscribed before me, this 29th day of November, 1862.

LEONARD S. JOHNS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Funded debt as per last report.....	100,000 00
Total amount now of funded debt.....	100,000 00
Amount now of floating debt, about.....	26,000 00
Total amount now of floating and funded debt.....	126,000 00
Av'g rate per cent. per annum, of interest on funded debt....	<u>7 per cent.</u>

Cost of Equipment.

The company made an agreement with T. B. Lloyd, and others, to build, equip, and put in running order the railroad, not to exceed ten miles in length, and as a consideration thereof, gave them bonds secured by mortgage on the road, &c., to the amount of \$100,000, and 3,800 shares of stock at the par value of \$50 each, \$190,000, in all \$290,000. As to the several items of cost of construction and equipment in detail, see the report of last year made by Mr. Lloyd, who was then president of the company.

Characteristics of Road.

Length of road, including Minersville branch, now under lease,	10 miles.
Length of road laid.....	10 "
Length of double track, including sidings.....	2 "
Gauge of road.....	5 $\frac{3}{4}$ ft.
Weight of rail per yard on main track.....	43 & 28 lbs.

Number of car houses, shops and stables—3 car houses, 2 shops, 2 stables.	
Number of depots—2 station houses.	
Number of first class passenger cars, (two horse,) including Minersville branch.....	19
Average value of each.....	\$400 00
Number of second class passenger cars, (one horse).....	1
Average value of each.....	200 00
Av'g number of passengers that may be seated in each car...	15
Number of other cars, freight cars.....	2
Number of horses owned by the company, (Pittsburg and East Liberty route.....	69
Average value of each, including harness.....	55 00
Value of real estate held, exclusive of road way.....	4,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.	3,000
How is the track laid, and on what foundation? Macadamized turnpike road.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. The road traverses Third, Ferry, Fourth, Grant, Diamond streets, and Pennsylvania avenue, in the city of Pittsburg, and the Farmers' and Mechanics' turnpike road in Pitt township. The Minersville branch traverses Grant and Wyley streets and Centre avenue, in city of Pittsburg, and the Pittsburg and Coal Hill turnpike road, in Pitt township.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars. No account kept.	
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5 miles.
Rate of speed of same, when in motion.....	4 "
Number of trips each day—53 in summer, and 40 in winter.	

EXPENSES:

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$1,857 68
Cost of iron used in repairs.....	215 09
Repairs of buildings. None made of any consequence.	
Taxes on real estate.....	23 68
Total.....	<u>2,096 45</u>

PASSENGER RAILWAY REPORT.

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Expenses of operating the Road.

On account of horses	\$4,024 26
Harness and repairs.....	117 87
Repairs to cars.....	1,645 96
Horse shoeing (except wages).....	118 66
Hay and feed.....	5,801 27
Office expenses, stationery and depot expenses.....	292 96
Salaries.....	1,000 00
Insurance.....	100 44
Watchman, switchmen, hostlers, pay-roll (entire pay-roll)...	9,942 99
Fluid and fuel—included in general expense acc't, wh. ch is...	2,028 91
Oil	57 55
Total	<u>25,130 87</u>

Receipts from all Sources.

Receipts from passengers	\$26,735 13
manure	118 10
other sources (from lease of Minersville branch),	2,799 55
Total	<u>29,652 78</u>

Payments other than for Construction.

For maintaining and operating the road : answered as above.	
For interest on coupons on funded debt.....	\$3,107 55
For new passenger cars and horses (for horse acc't. see above)	300 00
For payment for taxes on personal property	87 20
For miscellaneous (to floating debt).....	1,759 73
Total	<u>5,254 48</u>

Accidents.

No accidents have occurred from 21st November, 1861, to 21st November, 1862, which period constitutes the year embraced in this report.

EXPLANATORY.—The names of the directors are those elected last annual election, but the persons named there are *nomially* directors, taking no active part in the business affairs or management of the road.

The undersigned is the only one acquainted with the affairs of the company, and under the name of "General Superintendent," manages all its business affairs.

As to the valuation of the road, &c., required by the act of Assembly, I refer you to the one made last year, if that will be sufficient. No improvements have been made since the date of that valuation that would materially effect the estimate then made.

About the 20th of November of last year, the portion of the road built by this company known as the "Minersville Branch" was leased for eighteen years to A. A. Knight, he paying therefor \$7 67 per day, which amount is mentioned in this report in the item, "*receipts from other sources*," (\$2,799 55).

The cost of building that branch road is included in the "Total cost of Road and Equipment," but its expenses, receipts &c. for the year, are *not* included in this report.

W. O. LESLIE, *General Superintendent.*

Names and Residence of Officers.

Directors.	Post office address.
JAMES S. CRAFT.....	PITTSBURG.
JAMES JOHNSTON, JR.....	PITTSBURG.
WILLIAM CHURCH.....	PITTSBURG.
A. S. BELL.....	PITTSBURG.
W. O. LESLIE.....	PITTSBURG.
JAMES S. CRAFT.....	PRESIDENT.

NOTE.—No Treasurer or Secretary.

(No. 15.)

RIDGE AVENUE AND MANAYUNK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Charles Thomson Jones, President, and Lewis Stokes, Treasurer of the Ridge Avenue and Manayunk Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct to the best of their knowledge and belief.

(Signed) CHARLES THOMSON JONES, *President.*

LEWIS STOKES, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1862.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$250,000 00
Amount of stock subscribed—5,000 shares, less 280 shares forfeited for non payment of instalments.	
Amount paid in as by last report, (less as above on 280 shares.)	125,000 00
Total amount now paid in of capital stock.....	118,000 00
Total amount now of floating and funded debt.....	None.
Date of each dividend—January 6; July 2, and Sept. 1. 1862.	
Rate per cent. per annum of each dividend—January and July 50 cents per share; Sept. \$1 00 per share.	
Amount of capital on which the respective dividends were declared.....	118,000 00

Cost of Road and Equipment.

	By present report.
Passenger stations, buildings, fixtures, car houses and machine shops.....	\$36,335 70
Equipment, passenger and other cars.....	12,430 63
Horses, harness, &c.....	10,606 75
Construction of track.....	120,209 28
Total cost of road and equipment.	179,582 36

Characteristics of Road.

Length of road.....	4½ miles.
Length of road laid.....	4½ "
Length of double track, including sidings.....	3½ "
Gauge of road.....	5 feet 4 in.
Weight of rail per yard on main track—about.....	40 pounds.
Number of car houses, shops and stables.....	2 stables.
Number of depots.....	2
Number of first class passenger cars (two horse).....	10
Cost when new.....	\$800 00 each
Number of second class passenger cars, (one horse).....	3
Cost when new.....	\$600 00 each
Number of passengers that may be seated in each car.....	18
Number of horses owned by the company.....	56
Average value of each, including harness.....	\$100 00
No real estate except depot property.	
How is the track laid, and on what foundation? Principally on stone ballast.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Columbia and Ridge avenues to Manayunk.	

Doings of the year in transportation of Passengers.

Don't know the number of passengers carried.	
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	6 miles.
Number of trips each day.....	7

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway, excepting cost of iron.....	\$12 50
Taxes on real estate.....	194 00
Total.....	206 50

Expenses of Operating the Road.

Stable account.....	\$8, 122 34
Harness and repairs.....	130 18
Repairs to cars.....	147 76
Office expenses, stationery, depot expenses and salaries.....	1,490 69

PASSENGER RAILWAY REPORT.

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Insurance	\$318 00
Running expenses.....	6,482 82
Total	<u>16,691 79</u>

Receipts from all Sources.

Receipts from passengers.	\$28,987 04
manure—credited to stable account.	

Payments other than for Construction.

For maintaining and operating the road.....	\$16,691 79
For interest.....	4,281 00
For dividends on stock.....	9,440 00
Total.....	<u>30,412 79</u>

Names and Residence of Officers.

Directors.	Post office address.
JOHN LAMBERT.....	PHILADELPHIA.
M. M. RITER.....	do.
J. D. SERGEANT.....	do.
SAMUEL K. ASHTON.....	do.
WILLIAM S. STOKELY.....	do.
CHARLES THOMSON JONES, PRESIDENT.	
LEWIS STOKES, TREASURER AND SECRETARY.	

(No. 16.)

SEVENTEENTH AND NINETEENTH STREETS.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared J. E. Gillingham, President, and H. B. Leach, Treasurer, of the Seventeenth and Nineteenth Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,)

J. E. GILLINGHAM, *President.*H. B. LEACH, *Treasurer.*

Sworn and subscribed before me this 26th day of November, 1862.

J. PLANKINTON, *J. P.**Stock and Debt.*

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Total amount now paid in of capital stock.....	120,000 00
Floating debt, as by last report.....	15,000 00
Amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.

Cost of Road and Equipment.

	By present report.
Equipment, passenger and other cars.....	} \$113,699 07
Horses, harness, &c.....	
Construction of track.....	

Characteristics of Road.

Length of road.....	5½ miles.
Gauge of road....	5 ft. 2 in.
Weight of rail per yard on main track.....	54 lbs.
Number of first class passenger cars, (two horse,).....	1
Number of second class passenger cars, (one horse,).....	12
Average value of each.....	\$150 00
Number of passengers that may be seated in each car.....	16
Number of horses owned by the company.....	46
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000

PASSENGER RAILWAY REPORT.

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How is track laid, and on what foundation: Timber and cross ties—tram rail.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Nineteenth to Master, to Seventeenth and Carpenter to Master, on Nineteenth.

Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars—about.....	235,000
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5½ miles.
Number of trips each day.....	12 each.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$420 60
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Expenses of operating the Road.

On account of horses.....	\$443 50
Harness and repairs.....	111 49
Repairs of cars.....	976 72
Horse shoeing	440 62
Hay and feed.....	4,399 35
Office expenses, stationery and depot expenses.....	867 97
Salaries	358 60
Insurance.....	79-80
Watchmen, switchmen, hostlers, pay-roll, (miscellaneous)....	1,322 90
General expenses of stable.....do .	1,574 11
Conductors and drivers.....	5,174 71
Fluid and fuel.....	220 71
Oil.....	98 38
Gas.....	28 23
Damages for injuries of persons.....	50 00
Total.....	16,147 09

Receipts from all Sources.

Receipts from passengers.....	\$18,474 13
manure.....	256 65
sale of stock.....	13,500 00

310 SEVENTEENTH AND NINETEENTH STREETS

Receipts from stockholders' instalments.....	19 50
other sources.....	6,668 75
Total	38,919 03

Payments other than for Construction.

For maintaining and operating the road.....	\$14,597 07
For interest,.....	619 04
For dividends on stock.....	1,420 22
For new passenger cars and horses.....	376 50
For miscellaneous and old liabilities.....	16,932 21
For payments made to surplus fund.....	4,973 99
Total.....	38,919 03

Accidents.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862, July.—Boy fell off car while in motion ; broke his arm.

Names and Residence of Officers.

Directors.	Post office address.
F. M. DREXEL.....	PHILADELPHIA.
H. W. GRAY.....	do.
JOHN DERBYSHIRE.....	do.
JAMES WATT.....	do.
H. B. LEACH.....	do.
J. E. GILLINGHAM, PRESIDENT.....	PHILADELPHIA.
H. B. LEACH, TREASURER AND SECRETARY.....	do.

(No. 17.)

SECOND AND THIRD STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia county, } ss.

Personally appeared Robert F. Taylor, President, and Edward A. Lesley, Treasurer, of the Second and Third Street Passenger railway company of Philadelphia, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ROBT. F. TAYLOR, *President.*
 EDWD. A. LESLEY, *Treasurer.*

Sworn and subscribed before me this 19th day of November, 1862.

GEO. W. WILLIAMS, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$550,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	203,757 25
Total amount now paid in of capital stock.....	203,757 25
Funded debt as per last report.....	176,900 00
Total amount now of funded debt.....	175,800 00
Floating debt, as by last report.....	9,264 45
Amount now of floating debt.....	1,037 51
Total amount now of floating and funded debt.....	176,837 51
Av'g rate per cent. per annum of interest on funded debt.....	7 per cent.
Date of each dividend—January and July.	
Rate per cent. per annum of each dividend—January, 5 per cent., and July, 5 per cent.	
Amount of capital on which the respective dividends were declared.....	500,000 00

Cost of Road and Equipment.

Total cost of road and equipment, (have not the items separate).....	\$463,198 27
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Characteristics of Road.

Length of road.....	18 $\frac{9}{10}$ miles.
Length of road laid.....	18 $\frac{9}{10}$ "
Length of double track, including siding.....	one-half mile.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	2 depots and 2 stables.
Number of first class passenger cars, (two horse).....	60
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse).....	7
Average value of each.....	100 00
Number of passengers that may be seated in each car.....	20
Number of other cars—2 salt cars.	
Number of horses owned by the company.....	378
Average value of each, including harness.....	80 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	107,110 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, about.....	2 tons.
How is the track laid, and on what foundation?	On wooden sleepers.
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Principally on Second and Third streets, and Frankford road; also, on Front, Girard avenue, Richmond and Bridesburg road, and connecting with Race and Vine and Spruce and Pine streets railways.	

Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars.....	7,000
Number of passengers (all classes) carried in cars, about.....	5,300,000
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	5
Rate of speed of same, when in motion.....	6
Number of trips each day—from 6 to 10 trips.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed railway, excepting cost of iron used in repairs.....	\$4,764 35
Repairs of buildings.....	113 49
Taxes on real estate.....	850 00

PASSENGER RAILWAY REPORT.

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Expenses of operating the Road.

On account of horses.....	\$10,453 20
Harness and repairs.....	1,320 86
Repairs to cars.....	8,964 35
Horse shoeing.....	6,019 57
Hay and feed.....	34,570 94
Office expenses, stationery and depot expenses.....	5,256 77
Salaries.....	5,364 46
Insurance.....	1,351 47
Watchmen, switchmen, hostlers, pay-roll.....	20,191 27
General expenses.....	9,725 40
Conductors and drivers.....	50,092 11
Fluid, fuel and oil.....	1,113 37
Gas.....	525 54
Damages for injuries of persons.....	302 28
Total.....	155,251 59

Receipts from all Sources.

Receipts from passengers.....	\$238,587 15
rent.....	120 00
manure.....	2,508 99
sale of bonds.....	44,000 00
other sources.....	1,680 42
Total.....	286,896 56

Payments other than for Construction.

For maintaining and operating the road.....	\$155,251 59
For interest.....	12,351 50
For dividends on stock.....	50,000 00
For new passenger cars and horses, no separate account.	
For payment for taxes on personal property.....	705 50
For payments to loan account.....	45,100 00
Total.....	263,408 59
Total amount of surplus fund.....	None.

Accidents.

INJURED—passengers, 4. Total, 4.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1861 and 1862.

November 8, 1861. Terrence Halen, foot injured.

December 25, 1861. Adam Hill's child; arm injured.

May 9, 1862. Emma Sullivan's child, foot injured.

November 4, 1862. Kirke Kahn, arm injured.

Names and Residence of Officers.

Directors.	Post office address.
ISRAEL PETERSON, 809 North Front street.....	PHILADELPHIA.
PETER RAMBO, 137 Richmond street.....	do.
JOHN EISENBREY, Jr., Pear street.....	do.
JOHN HORN, Third and Brown streets.....	do.
JACOB BINDER, Sixth and Oxford streets.....	do.
JOHN A. WARNER, 357 North Second street.....	do.
THOMAS J. POTTS, 215 North Second street.....	do.
THOMAS W. WEBB, Third and Shippen streets.....	do.
JOHN B. OKIE, 47 South Fourth street.....	do.
REESE D. FELL, 305 Walnut street.....	do.
JOHN P. STEINER, 9 Bank street.....	do.
CHARLES REMINGTON, 443 North Fourth street.....	do.
ROBERT F. TAYLOR, PRESIDENT, 721 North Eighth street.....	PHILADELPHIA.
EDWARD A. LESLEY, TREASURER, 633 Walnut street.....	do.
THOMAS LOGAN, SECRETARY, 238 Dickerson street.....	do.

(No. 18.)

THIRTEENTH AND FIFTEENTH STREETS.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Price I. Patton, President, and Henry Haines, Treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed,) PRICE I. PATTON, *President.*

HENRY HAINES, *Treasurer.*

Affirmed and subscribed before me, this 19th day of January, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	Uncertain.
Total amount now paid in of capital stock.....	
Funded debt as per last report.....	None.
Total amount now of funded debt.....	"
Floating debt, as by last report.....	12,000 00
Amount now of floating debt.....	5,000 00
Total amount now of floating and funded debt.....	5,000 00
Average rate per cent. per annum, of interest on debt.....	6 per cent
Date of each dividend.....	July 30, 1862.
Rate per cent. per annum of each dividend: four-fifths of one per cent.	
Amount of capital on which the respective dividends were declared	\$500,000 00

Cost of Road and Equipment.

The present managers of the company have not the data for ascertaining the amount.

Characteristics of Road.

Length of road (about).....	6½ miles.
Length of road laid.....	6½ "

Length of double track, including sidings.....	None.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	One of each
Number of depots.....	One.
Number of first class passenger cars, (two horse,).....	16, running.
Average value of each.....	\$600 00
Number of second class passenger cars (one horse).....	1
Average value of each.....	\$350 00
Number of passengers that may be seated in each car.....	Twenty.
Number of other cars.....	None.
Number of horses owned by the company.....	123
Average value of each, including harness.....	\$85
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way (under lease),	about \$50,000
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, (about).....	4,000 lbs.
How is track laid, and on what foundation? Pine cross ties on gravel.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. On Thirteenth and Fifteenth streets, from Carpenter street to Columbia avenue, and on Columbia avenue and Carpenter street from Thirteenth to Fifteenth street, and connected with Richmond and Schuylkill railway and with Frankfort and Southwark railway.

Doings of the year in transportation of Passengers.

Number of miles run by passenger cars (about).....	376,000
Number of passengers (all classes) carried in cars.....	1,312,500
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour,).....	6 miles.
Rate of speed of same, when in motion.....	7 "
Number of trips each day.....	200

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$350 00
Cost of iron used in repairs.....	Trifling.
Repairs of buildings.....	"
Taxes on real estate—about.....	\$300 00

PASSENGER RAILWAY REPORT.

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Expenses of operating the Road.

All of these items, [erased,] are combined in one account under the title of running expenses, and amount to \$46,094 00.

Receipts from all Sources.

Receipts from passengers.....	\$67,720 47
manure.....	790 61

Payments other than for Construction.

For dividends on stock.....	\$4,000 00

Accidents.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
ROBERT C. CHURCHMAN.....	PHILADELPHIA.
FRANCIS H. HICKLING.....	do.
HENRY L. HOMBERGER.....	do.
GEORGE WILLIAMS.....	do.
JOHN P. VERRER.....	do.
PRICE I. PATTON, PRESIDENT.....	PHILADELPHIA.
HENRY HAINES, TREASURER AND SECRETARY.....	do

(No. 19)

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared William Wright, President, and William Martin, Jr., Treasurer, of the West Philadelphia Passenger railway company, and in due form of law made oath and affirmation that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

WILLIAM WRIGHT, *President.*WILLIAM MARTIN, JR., *Treasurer.*

Sworn and subscribed and affirmed before me, this 4th day of November, 1862.

JOSEPH G. MILLER, *Alderman.**Stock and Debt.*

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	189,100 00
Amount paid in as by last report.....	189,100 00
Total amount now paid in of capital stock.....	189,100 00
Funded debt as per last report.....	100,000 00
Total amount now of funded debt.....	100,000 00
Floating debt, as by last report.....	4,000 00
Amount now of floating debt.....	4,000 00
Total amount now of floating and funded debt.....	104,000 00
Av'g rate per cent. per annum, of interest on funded debt....	7 per cent.
Date of each dividend :—January, 1862 ; July, 1862.	
Rate per cent. per annum of each dividend, January, 5 per cent.—July, 4 per cent.	
Amount of capital on which the respective dividends were declared.....	189,100 00

PASSENGER RAILWAY REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
For graduation and masonry	\$1,628 61	\$1,628 61
Passenger stations, buildings and fixtures, } Car houses and machine shops..... }	35,122 99	35,122 99
Equipment, passenger and other cars.....	34,844 14	34,844 14
Horses, harness, &c.....	32,732 24	32,732 24
Construction of track.....	166,235 40	166,235 40
Total cost of road and equipment.....	270,563 38	270,563 38

Characteristics of Road.

Length of road.....	6 miles.
Length of road laid.....	6 "
Length of double track, including sidings—double, $3\frac{1}{4}$ miles, sidings, 300 feet.	
Gauge of road.....	5 feet $2\frac{1}{4}$ in.
Weight of rail per yard on main track.....	44 lbs.
Number of car houses, shops and stables—1 car house, 3 shops 2 stables.	
Number of depots.....	1
Number of first class passenger cars, (two horse).....	44
Average value of each—about \$500 for best, others, say \$400.	
Number of second class passenger cars, (one horse).....	1
Average value of each—about \$300. Not in use.	
Number of passengers that may be seated in each car—about 20 in two horse, 10 in one horse.	
Number of other cars—1 truck, 2 salt cars.	
Number of horses owned by the company.....	228
Average value of each, including harness—about \$100.	
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way, (1862 not agreed upon), last assessment.....	\$11,000 00
How is the track laid, and on what foundation? With wooden cross ties and string pieces on ground.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Route—Front and Market streets, to Haddington, and <i>vice versa</i> , occupy- ing Market street from Front, to Forty-first street; Forty- first street from Market to Haverford street, and Haverford street, etc., from Forty-first street to Haddington—not con- necting.	

PASSENGER RAILWAY REPORT.

Doings of the year in Transportation of Passengers.

Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour), about.....	5 miles.
Rate of speed of same, when in motion, (limited by City Councils).....	6 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, excepting cost of iron.....	\$5,052 75
Cost of iron used in repairs.....	302 63
Repairs of buildings.....	402 10
Taxes on real estate, (1862 not agreed upon.)	
Total.....	<u>5,757 48</u>

Expenses of Operating the Road.

On account of horses.....	\$2,760 50
Harness and repairs.....	764 08
Repairs to cars.....	3,907 00
Horse shoeing.....	3,377 24
Hay, feed and straw.....	22,919 80
Office, stationery, depot and incidental expenses.....	1,701 06
Salaries.....	7,784 00
Insurance.....	500 00
Watchmen.....	728 00
General expenses of stable, including hostlers and labor.....	7,786 59
Conductors and drivers.....	34,112 57
Fuel.....	180 50
Oil, for lubricating.....	71 57
Gas, fluid, oil, &c.....	1,149 10
Total.....	<u>87,742 01</u>

Receipts from all Sources.

Receipts from passengers.....	\$126,539 00
manure.....	1,072 40
other sources.....	566 05
Total.....	<u>128,177 45</u>

PASSENGER RAILWAY REPORT.

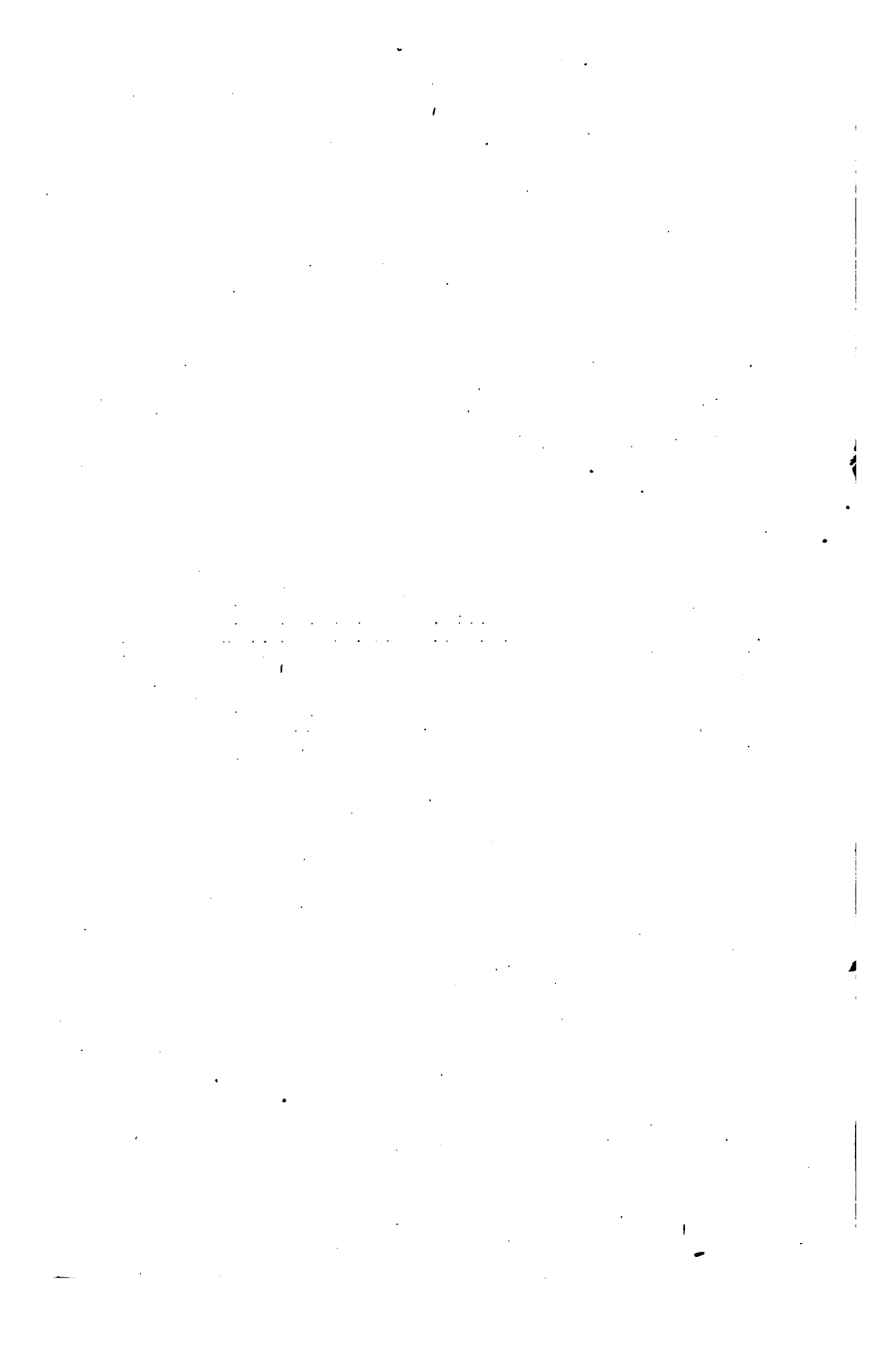
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Payments other than for Construction.

For maintaining and operating the road.....	\$99,296 05
For interest, ground rents, &c.....	612 00
For dividends on stock.....	17,127 50
For payment for taxes on personal property, not agreed upon, for 1862.	
For miscellaneous, coupons.....	7,175 00
For payments made to surplus fund out of coupons.....	280 00
Total.....	<u>124,210 55</u>
Total amount of surplus fund.....	<u>6,820 00</u>

Names and Residence of Officers.

Directors.	Post office address.
WILLIAM WRIGHT, 509 South Ninth street.....	PHILADELPHIA.
JOHN F. GROSS, Sixty-fifth street, near Vine street.....	do.
HERMAN J. LOMBAERT.....	CHESTER, PA.
DANIEL STONE, 1437 Filbert street.....	PHILADELPHIA.
JOHN C. DAVIS, 1214 Chestnut street.....	do.
JOHN H. M'FETRICK, 2113 Green street.....	do.
WILLIAM HARRIS, Arch street and Delaware Avenue.....	do.
Two vacancies.	
WILLIAM WRIGHT, PRESIDENT, 509 South Ninth street.....	PHILADELPHIA.
WILLIAM MARTIN, JR., TREASURER, 427 South Broad street.....	do.
CHARLES LOMBAERT, SECRETARY, 421 South Thirteenth street.....	do.



TABULATED RESULTS

COMPILED FROM THE PRECEDING REPORTS.

RAILROAD REPORTS.

TABLE [A.]—STOCK AND DEBT.

NAME OF ROAD.	1. Capital stock, as au- thorized by law.	2. Amount of stock sub- scribed.	3. Amount paid in, as by last report.	4. Total amount now paid in of capital stock.	5. Funded debt, as per last report.
Beaver Meadow railroad company.....	not stated.	not stated.	\$1,816,150 00	\$1,816,150 50	\$1,500 00
Belleville and Snow Shoe railroad company.....	\$600,000 00	\$600,000 00	.....	600,000 00	.....
Bedford railroad company.....	250,000 00	104,050 00	.....	89,979 21	.....
Charters Valley railroad company.....	500,000 00	456,050 00	434,167 75	not stated.	169,000 00
Cleveland, Painesville and Ashabula railroad company.....	4,000,000 00	4,000,000 00	3,000,000 00	8,800,000 00	1,353,000 00
Cumberland Valley railroad company.....	1,750,000 00	1,280,000 00	956,900 00	956,900 00	270,500 00
Catawissa railroad company.....	3,350,000 00	3,350,000 00	3,350,000 00	3,350,000 00	34,000 00
Chestnut Hill railroad company, <i>a</i>	unlimited.	120,650 00	120,650 00	120,650 00	none.
Chester Valley railroad company, <i>b</i>	871,900 00	871,900 00	871,900 00	871,900 00	727,500 00
Delaware, Lackawanna and Western railroad company.....	unlimited.	not stated.	6,288,782 50	6,298,552 50	4,884,961 57
Delaware and Hudson canal and railroad company.....	not stated.	7,500,000 00	7,500,000 00	7,500,000 00	.....
East Pennsylvania railroad company.....	500,000 00	492,400 00	490,700 00	492,190 00	584,500 00
Erie and North East railroad company, <i>d</i>	600,000 00	not stated.	600,000 00	600,000 00	400,000 00
Elmira and Williamsport railroad company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
East Brandywine railroad company, <i>e</i>	250,000 00	91,150 00	.....	88,500 00	.....
Fayette County railroad company, <i>f</i>	107,400 00	100,000 00	.....	90,000 00	.....
Grassy Island coal and railroad company.....	1,000,000 00	875,969 10	.....	855,650 00	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster, <i>g</i>	2,500,000 00	1,182,500 00	1,182,500 00	1,182,500 00	700,000 00
Huntingdon and Broad Top Mountain railroad company.....	1,100,000 00	748,400 00	508,810 97	570,960 97	1,140,262 50
Hanover Branch railroad company, <i>g</i>	500,000 00	121,000 00	117,590 72	117,590 72	35,000 00
Hempfield railroad company.....	unlimited.	1,890,865 00	1,809,565 18	1,809,565 18	41,000,000 00
Hazleton coal company.....	2,000,000 00	1,615,000 00	.....	1,615,000 00	.....
Ironton railroad company.....	500,000 00	394,850 00	.....	394,850 00	.....
Jamestown and Franklin railroad company.....	500,000 00	5,125 shares.	.....	56,250 00	.....
Junction railroad company.....	250,000 00	26,250 00	.....	6,180 00	.....
Lorberry Creek railroad company.....	not stated.	52,050 00	.....	52,050 00	.....
Lehigh Valley railroad company.....	3,000,000 00	2,297,250 00	2,258,350 00	2,297,250 00	1,465,000 00
Lehigh Luzerne railroad company.....	500,000 00	153,850 00	.....	158,850 00	.....
Little Schuylkill navigation, railroad and coal company.....	2,256,100 00	2,256,100 00	2,256,100 00	2,256,100 00	919,000 00
Little Saw Mill Run railroad company.....	250,000 00	.....	.....	83,562 00	.....
Lackawanna and Bloomsburg railroad company.....	1,900,000 00	725,000 00	710,000 00	710,000 00	1,800,000 00
Lykens Valley railroad and coal company.....	400,000 00	400,000 00	400,000 00	400,000 00	none.

RAILROAD REPORTS.

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Mill Creek and Mine Hill navigation and railroad company, <i>k</i>	828, 875 00	828, 875 00	828, 875 00	828, 875 00	none.
Mine Hill and Schuylkill Haven railroad company.....	8, 250, 000 00	8, 250, 000 00	8, 250, 000 00	8, 250, 000 00	do.
Mount Carbon railroad company.....	200, 000 00	200, 000 00	200, 000 00	200, 000 00	do.
Mount Carbon and Port Carbon railroad company, <i>k</i>	282, 850 00	282, 850 00	282, 850 00	282, 850 00	do.
Mahanoy and Broad Mountain railroad company.....	250, 000 00	250, 000 00	250, 000 00	228, 898 00	.....
Northern Central railroad company.....	8, 000, 000 00	2, 260, 000 00	2, 260, 000 00	2, 260, 000 00	5, 188, 000 00
North Pennsylvania railroad company.....	11, 500, 000 00	8, 149, 000 00	8, 149, 000 00	8, 145, 850 00	2, 850, 000 00
North Lebanon railroad company.....	150, 000 00	150, 000 00	149, 550 00	149, 250 00	150, 000 00
Nesquehoning Valley railroad company.....	500, 000 00	102, 000 00	.....	30, 600 00	.....
Pittsburg, Fort Wayne and Chicago railroad company.....	6, 500, 000 00	5, 351, 062 90	.....	5, 351, 062 90	.....
Pittsburg and Connelisville railroad company.....	6, 000, 000 00	2, 148, 000 00	1, 756, 636 60	1, 768, 122 47	1, 500, 000 00
Philadelphia and Reading railroad company.....	unlimited.	not stated.	11, 548, 930 00	11, 548, 930 00	12, 411, 600 00
Philadelphia and Erie railroad company.....	7, 000, 000 00	4, 889, 631 00	4, 520, 175 00	4, 822, 459 00	4, 644, 000 00
Philadelphia and Baltimore Central railroad company.....	2, 000, 000 00	225, 000 00	218, 000 00	218, 000 00	666, 000 00
Philadelphia, Wilmington and Baltimore railroad company, <i>k</i>	no fixed sum.	cannot say	5, 600, 000 00	5, 600, 000 00	2, 419, 000 00
Philadelphia and Trenton railroad company.....	1, 000, 000 00	999, 200 00	999, 200 00	999, 200 00	250, 000 00
Philadelphia, Germantown and Norristown railroad co.	1, 400, 000 00	1, 248, 500 00	1, 248, 500 00	1, 248, 500 00	874, 800 00
Pennsylvania railroad company.....	20, 000, 000 00	not stated.	18, 272, 310 00	18, 274, 600 00	9, 537, 400 00
Pennsylvania coal company.....	8, 850, 829 00	8, 200, 000 00	8, 200, 000 00	8, 200, 000 00	238, 500 00
Penn Haven and White Haven railroad company.....	600, 000 00	64, 500 00	.....	6, 450 00	.....
Quakake railroad company, <i>a</i>	500, 000 00	500, 000 00	.....	not stated	250, 000 00
Reading and Columbia railroad company.....	600, 000 00	526, 250 00	.....	228, 390 80	.....
Schuylkill and Susquehanna railroad company.....	1, 600, 000 00	not stated.	.....	1, 269, 150 00	.....
Schuylkill Valley navigation and railroad company, <i>k</i>	576, 050 00	576, 050 00	576, 050 00	576, 050 00	none.
Shamokin Valley and Pottsville railroad company.....	1, 500, 000 00	869, 450 00	500, 000 00	not stated.	822, 117 50
Tioga railroad company.....	125, 000 00	124, 960 00	97, 530 00	97, 550 00	396, 500 00
Wrightsville, York and Gettysburg railroad company, <i>o</i>	1, 500, 000 00	317, 050 00	317, 050 00	317, 050 00	52, 000 00
West Chester railroad company, <i>e</i>	163, 000 00	165, 000 00	.....	165, 000 00	18, 832 00
West Chester and Philadelphia railroad company.....	2, 000, 000 00	886, 500 00	688, 149 99	688, 430 83	1, 010, 652 81
99, 307, 504 00	64, 236, 653 00	88, 813, 493 66	99, 483, 909 53	59, 071, 127 88	

a Operated by the Philadelphia, Germantown and Norristown railroad co.*b* Operated, under lease, by the Philadelphia and Reading railroad company.*c* Operated by the Buffalo and State Line railroad company.*d* Leased to the Pennsylvania railroad company*e* Leased to the Pittsburgh and Connelisville railroad company for three years*f* Leased to the Pittsburgh and Connelisville railroad company for three years*g* Operated by the Catawissa railroad company.*h* Operated by the Northern Central railroad company.*i* The Gettysburg and Littlestown railroads are worked by this company.*j* Mortgage bonds as collateral for \$500,000.*k* Permanently leased to the Philadelphia and Reading railroad company.*l* With privilege of increasing.*m* By original charter*n* Operated by the Catawissa railroad company.*o* Operated by the Northern Central railroad company.

TABLE [A.]—STOCK AND DEBT—CONTINUED.

NAME OF ROAD.	6. Total amount now of funded debt.	7. Floating debt, as by last report.	8. The amount now of floating debt.	9. Total amount now of floating and funded debt.	10. Av'ge rate per cent. per annum of interest on funded debt.
Beaver Meadow railroad company.....	\$1,500 00	none.	none.	\$1,500 00	6
Belleville and Snow Shoe railroad company.....	9,500 00	.....	\$4,500 00	14,000 00	6
Bedford railroad company.....	90,000 00	.....	8,250 00	98,250 00	6
Chartiers Valley railroad company.....	169,000 00	\$188,700 87	not stated.	857,700 87	7
Cleveland, Fainesville and Ashtabula railroad company.....	1,500,000 00	none.	none.	1,500,000 00	7
Cumberland Valley railroad company.....	270,500 00	4,908 60	9,008 07	279,508 07	8
Catawissa railroad company.....	284,000 00	98,865 26	115,752 20	899,752 20	6.77
Chestnut Hill railroad company.....	none.	none.	none.	none.	.....
Chester Valley railroad company.....	762,500 00	600 00	600 00	763,100 00	7
Delaware, Lackawanna and Western railroad company.....	4,917,641 57	900,000 00	850,000 00	5,767,641 57	7
Delaware and Hudson canal and railroad company.....	.....	.....	.....	.....	7
East Pennsylvania railroad company.....	598,500 00	27,611 82	27,478 39	625,978 39	7
Erie and North-East railroad company.....	400,000 00	.....	.....	400,000 00	7
Elmira and Williamsport railroad company.....	1,000,000 00	72,840 87	42,155 48	1,042,155 48	7
East Brandy wine railroad company.....	152,000 00	.....	17,000 00	169,000 00	7
Fayette County railroad company.....	none.	.....	none.	none.	.....
Grassy Island coal and railroad company.....	do.	.....	do.	do.	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster railroad co..	700,000 00	none.	do.	700,000 00	6
Huntingdon and Broad Top Mountain railroad company.....	1,166,030 00	172,039 00	142,153 00	1,308,183 00	7
Hanover Branch railroad company.....	none.	1,608 75	23,400 00	23,400 00	.....
Hempfield railroad company.....	1,000,000 00	100,000 00	100,000 00	600,000 00	6
Hazleton coal company.....	150,000 00	.....	.....	150,000 00	6
Ironton railroad company.....	.....	.....	13,000 00	13,000 00	6
Jamesstown and Franklin railroad company.....	152,000 00	.....	.....	152,000 00	.....
Junction railroad company.....	80,000 00	.....	.....	80,000 00	6
Lorberry Creek railroad company.....	1,465,000 00	52,258 00	81,546 58	1,496,546 58	6
Lehigh Valley railroad company.....	159,000 00	.....	none.	159,000 00	6
Lehigh Luzerne railroad company.....	960,000 00	77,455 75	72,600 00	1,082,600 00	7
Little Schuylkill navigation, railroad and coal company.....	84,166 67	.....	4,988 57	89,185 24	8½
Little Saw Mill Run railroad company.....	2,020,333 00	350,000 00	205,000 00	2,225,333 00	7
Lackawanna and Bloomsburg railroad company.....	none.	none.	none.	none.	
Lykens Valley railroad and coal company.....					

RAILROAD REPORTS.

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Mill Creek and Mine Hill navigation and railroad company.....	none.	none.	none.	none.	none.
Mine Hill and Schuylkill Haven railroad company.....	do.	do.	do.	do.	do.
Mount Carbon railroad company.....	do.	do.	do.	do.	do.
Mount Carbon and Port Carbon railroad company.....	do.	do.	do.	do.	do.
Mahanoy and Broad Mountain railroad company.....	250,000 00	250,000 00	250,000 00	250,000 00	6
Northern Central railroad company.....	5,150,000 00	5,150,000 00	5,150,000 00	5,150,000 00	6
North Pennsylvania railroad company.....	8,097,822 50	8,097,822 50	8,097,822 50	8,097,822 50	6.46
North Lebanon railroad company.....	144,000 00	144,000 00	144,000 00	144,000 00	7
Nesquehoning Valley railroad company.....	12,985,173 00	12,985,173 00	12,985,173 00	12,985,173 00	6.9
Pittsburg, Fort Wayne and Chicago railroad company.....	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	6
Pittsburg and Connelleville railroad company.....	12,086,100 00	12,086,100 00	12,086,100 00	12,086,100 00	6
Philadelphia and Reading railroad company.....	6,981,000 00	1,776,122 89	1,776,122 89	157,789 00	6 1-7
Philadelphia and Erie railroad company.....	575,000 00	140,000 00	140,000 00	175,000 00	7
Philadelphia and Baltimore Central railroad company.....	2,284,500 00	none.	none.	2,284,500 00	6
Philadelphia, Wilmington and Baltimore railroad company.....	250,000 00	do.	do.	250,000 00	6
Philadelphia and Trenton railroad company.....	488,900 00	do.	do.	488,900 00	6
Philadelphia, Germantown and Norristown railroad company...	9,527,400 00	393,500 00	393,500 00	9,570,400 00	6
Pennsylvania railroad company.....	886,500 00	529,248 18	529,248 18	778,420 19	7
Pennsylvania coal company.....	269,150 00	.....	.....	15,547 41	.....
Penn Haven and White Haven railroad company.....	.....	.....	.....	269,150 00	10
Quakake railroad company.....	97,000 00	.....	.....	.....	.....
Reading and Columbia railroad company.....	none.	none.	none.	105,405 58	6
Schuylkill and Susquehanna railroad company.....	791,597 50	5,485 56	5,485 56	none.	.....
Schuylkill Valley navigation and railroad company.....	396,500 00	66,826 17	66,826 17	797,257 05	6 to 7
Shamokin Valley and Pottsville railroad company.....	52,000 00	81,995 88	81,995 88	462,826 17	7
Tioga railroad company.....	.....	1,000 00	1,000 00	76,180 43	6
Wrightsville, York and Gettysburg railroad company.....	.....	11,850 72	11,850 72	.....	6
West Chester railroad company.....	1,020,850 24	.....	.....	1,020,850 24	7 1/2
West Chester and Philadelphia railroad company.....	76,425,164 48	5,799,625 45	5,799,625 45	2,461,107 76	.....
				78,578,872 61	.....

c No railroad debt of any kind.

TABLE [B.]—CHARACTERISTICS OF ROAD.

NAME OF ROAD.	Cost of road and equip- ment.....	Length of main line (in miles).....	Length of double track, including sidings.....	Gauge of road.....	Weight of rail per yard,	Number of branch roads	Number of engine houses and shops.....	Number of engines.....
Beaver Meadow railroad company.....	\$1,860,020 68	24½	23½	4 8½	56 & 60	.....	6	18
Bellefonte and Snow Shoe railroad.....	680,957 91	20½	800 ft.	4 8½	45	.....	1	1
Bedford railroad company.....	unfinished.	19	.....	4 8½	.....	.....	.....	.....
Charliers Valley railroad.....	do.	22½	29½	4 8½	57	.....	4	31
Cleveland, Painesville and Astabula.....	4,042,487 59	95½	4½	4 10	50	.....	2	12
Cumberland Valley.....	1,128,687 05	56	.....	4 8½	56 ½ 57	.....	4	18
Catawissa.....	3,634,000 00	65	.....	4 8½	50	.....	.....	.....
Chestnut Hill.....	120,650 00	4½	1½	4 8½	50 & 45	.....	1	.....
Chester Valley.....	1,871,900 00	21½	1½	4 8½	75 & 65	.....	6	71
Delaware, Lackawanna and Western.....	8,957,723 64	113	43	6	40	.....	4	28
Delaware and Hudson canal and railroad.....	1,907,654 72	80	29	4 8-12	52 & 57	.....	3	7
East Pennsylvania.....	978,361 47	35.8	.....	4 71	56 & 60	.....	1	.....
Erie and North-East.....	700,000 00	18½	8½	4 10-12	56	.....	2	16
Elmira and Williamsport, a.....	2,083,607 35	78	.....	4 8½	45	.....	1	.....
East Brandywine.....	245,994 22	17½	.....	4 8½	43	.....	2	.....
Fayette County.....	not stated.	12½	1,000 ft.	4 8½	60	.....	1	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster, b.....	1,882,550 00	36	17	4 8½	60 & 56	.....	6	11
Huntingdon and Broad Top Mountain.....	1,428,481 31	31	8½	4 8½	48 & 50	.....	2	4
Hanover Branch.....	228,801 68	12	1-5	4 8½	50 & 56	.....	5	12
Hempfield railroad.....	1,657,799 84	76	1½	4 8½	50 & 57	.....	.....	.....
Hazleton coal company.....	not stated.	15	6	4 8½	50 & 57	.....	.....	.....
Ironton railroad company.....	241,638 21	9.68	5	4 8½	50 & 57	.....	.....	.....
Junction railroad company.....	42,792 37	4.62	4.62	4 8½	50 & 57	.....	.....	.....
Lorberry Creek railroad.....	82,050 00	.....	.....	4 8½	50 & 57	.....	.....	.....
Lehigh Valley.....	8,927,885 12	46	18½	4 8½	57	.....	6	22
Lehigh Luzerne.....	811,495 71	9½	1½	4 8½	60	.....	1	.....
Little Schuylkill navigation, railroad and coal company.....	1,871,868 41	28½	8	4 8½	60		8	10
Little Saw Mill Run.....	84,044 18	3		4 8-12			2	2

RAILROAD REPORTS.

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	2,629,512 92	80	8	6 & 4 8 1/2	56 to 70	1	5	12
Lackawanna and Bloomburg.....	415,041 68	16	2 1/2	4 8 1/2	50	...	2	8
Lykens Valley railroad and coal company.....	8,252,265 24	130	60 1/2	4 8 1/2	60 & 62	1	9	...
Mine Hill and Schuylkill Haven.....	208,269 58	7	4	4 8 1/2	50	...	...	...
Mount Carbon railroad.....	448,887 75	14 6	3	4 8 1/2	60, 62 & 68	8	1	...
Mahanoy and Broad Mountain.....	8,839,969 29	138 4	20	4 8 1/2	64	...	4	...
Northern Central.....	5,880,281 94	35	8 80	4 7 1/2	56 to 64	2	5	18
North Pennsylvania.....	806,706 23	7 1/2	1 1-5	4 8 1/2	50	8	1	2
Nesquehoning Valley railroad.....	unfinished.....	18	...	4 8 1/2	...	2	...	...
Pittsburg, Fort Wayne and Chicago.....	17,448,687 16	468 80	59 56	4 1 10	58 & 72	...	18	109
Pittsburg and Connellsville.....	2,154,848 76	149	6 4	4 8 1/2	50 to 60	...	3	10
Philadelphia and Reading, d.....	24,784,876 58	147	866 26	4 8 1/2	68 & 64	...	19	148
Philadelphia and Erie.....	12,129,857 00	288	10 1/2	4 8 1/2	58 & 67	...	6	15
Philadelphia and Baltimore Central.....	980,000 00	79	4	4 8 1/2	50 & 57	...	2	2
Philadelphia, Wilmington and Baltimore.....	not stated.	95 95	34 38	4 8 1/2	50, 55, 58, 60 & 65	...	6	86
Philadelphia and Trenton.....	608,882 24	28 20	10 200 1/2	4 1 10	41 1/2, 50, 60 1/2 & 64	...	2	...
Philadelphia, Germantown and Norristown.....	1,867,638 94	8 & 17	42	4 8 1/2	50	...	4	15
Pennsylvania railroad company.....	21,806,852 76	855 65	818	4 8 1/2	60, 64, 67 & 83	2	6	253
Pennsylvania coal company.....	2,000,000 00	47	51 1/2	4 8-12	15	...	24	23
Peun Haven and White Haven.....	unfinished.	16	...	4 8 1/2	...	...	...	...
Quakake railroad company.....	not stated.	14	...	4 8 1/2	...	...	1	...
Reading and Columbia.....	unfinished.	39	...	4 8 1/2	56	...	1	...
Schuylkill and Susquehanna.....	1,197,778 95	54	5 1/2	4 8 1/2	45 & 60	1	4	7
Shamokin Valley and Pottsville, f.....	112,724 68	28	2 145-269	4 8 1/2	60	...	5	5
Tioga railroad company.....	797,912 90	29 61	...	6	57 88 & 45 1/2	...	2	4
Wrightsville, York and Gettysburg..	398,280 48	18	1/2	...	...	...	...	...
West Chester railroad.....	178,000 00	9	...	4 8 1/2	50	...	...	...
West Chester and Philadelphia.....	not stated.	26 88	8	4 8 1/2	64 & 50	...	8	5
	145,797,651 24	8,271	1,183	...	...	28	192	958

a The road was purchased in a complete and finished condition, but does not own its rolling stock, which is furnished by other parties.

b Including all real estate.

d Including cost of Lebanon Valley branch.

e Gravity road, worked by twenty-three stationary engines.

f Locomotives, cars and fixtures, only.

TABLE [B.]—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF ROAD.	Number of first class passenger cars	Number of baggage, mail and express cars.....	Number of freight cars or trucks	Number of coal cars.....	Number of iron bridges...	Number of wooden bridges,	Number of stone bridges..	Number of depots or stations.....	Number of wood and water stations.....	Value of real estate held by the company.....
Beaver Meadow railroad company.....	2	1	8	1,200	2	5	.....	4	6	\$49,694 48
Bellefonte and Snow Shoe railroad.....	1	.....	40	60	.....	8	.....	1	2	not stated.
Bedford railroad company.....	.....	.....	.....	.....	.....	2	.....	.....	.....	700 00
Chartiers Valley railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,000 00
Cleveland, Painesville and Astabula.....	21	21	535	.....	.....	5	5	17	12	.....
Cumberland Valley.....	8	4	77	.....	1	8	2	.....	6	not stated.
Catawissa.....	11	2	209	67	.....	11	.....	6	10	no data.
Chestnut Hill.....	.....	.....	.....	.....	.....	8	.....	1	.....	6,000 00
Chester Valley.....	.....	.....	.....	.....	.....	8	.....	16	.....	not stated.
Delaware, Lackawanna and Western.....	15	5	879	4,160	.....	18	26	20	27	do.
Delaware and Hudson canal and railroad company.....	4	8	.....	1,850	.....	12	.....	.....	.....	do.
East Pennsylvania.....	8	1	67	.....	.....	6	9	10	8	none.
Erie and North-East.....	.....	.....	.....	.....	.....	5	2	8	8	not stated.
Elmira and Williamsport.....	8	8	96	706	.....	26	.....	6	8	do.
East Brandywine.....	.....	.....	.....	.....	.....	9	.....	7	1	500 00
Fayette County.....	.....	.....	.....	.....	.....	9	.....	2	1	1,000 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	.....	.....	.....	.....	2	10	.....	1	.....	.....
Huntingdon and Broad Top Mountain.....	2	2	.....	100	.....	40	.....	5	8	not stated.
Hanover Branch.....	3	.....	19	.....	.....	11	6	5	2	8,385 00
Hempfield railroad.....	2	1	10	.....	.....	7	1	6	4	10,489 98
Hazleton coal company.....	1	.....	6	1,000	.....	1	.....	8	4	not stated.
Ironton railroad company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	158,131 22
Junction railroad company.....	.....	.....	.....	.....	6	8	.....	.....	.....	none.
Lorberry Creek railroad.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....
Lehigh Valley.....	4	4	44	911	2	17	17	14	18	9,762 50
Lehigh Luzerne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	none.
Little Schuylkill navigation, railroad and coal company.....			47	14		23		2	7	not stated.

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Little Saw Mill Run.....	476	212	8,832	20,804	142	1,050	247	592	412	1,965,183	99
Lackawanna and Bloomsburg.....	4	8	80	587	40	2	8	18	7	23,625	99
Lykens Valley railroad and coal company.....	1	1	1	.....	.....	.....	8	.....	.....	not stated.	.....
Mine Hill and Schuylkill Haven.....	.....	.....	45	.....	.....	.....	3	.....	1	8	4,114
Mount Carbon railroad.....	.....	.....	c	.....	.....	.....	65	7	2	10	75,908
Mahanoy and Broad Mountain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
Northern Central.....	28	9	450	500	2	4	1	2	8	.....	none.
North Pennsylvania.....	16	9	148	429	11	167	8	12	17	.....	not stated.
North Lebanon.....	.....	.....	.....	60	3	7	.....	28	9	.....	316,582
Nesquehoning Valley railroad.....	.....	.....	.....	.....	.....	18	.....	1	2	.....	52
Pittsburg, Fort Wayne and Chicago.....	58	28	1,174	.....	8	188	89	78	45	.....	380,985
Pittsburg and Connelville.....	9	8	81	19	1	9	2	12	8	.....	49
Philadelphia and Reading.....	40	20	836	6,178	18	19	53	21	24	.....	500
Philadelphia and Erie.....	.....	1	245	40	.....	118	4	31	16	.....	00
Philadelphia, Wilmington and Baltimore.....	1	1	17	.....	.....	18	.....	17	3	.....	do.
Philadelphia and Trenton.....	75	38	587	.....	4	28	12	24	10	.....	not estimated.
Philadelphia, Germantown and Norristown.....	34	7	101	.....	.....	6	.....	2	7	.....	not stated.
Pennsylvania railroad company.....	113	44	8,471	400	81	16	8	5	4	.....	226,034
Pennsylvania coal company.....	.....	.....	.....	1,980	.....	57	17	102	106	.....	80
Penn Haven and White Haven.....	.....	.....	.....	.....	.....	28	.....	.....	.....	.....	400,441
Quakake railroad company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
Reading and Columbia.....	1	.....	10	.....	.....	.....	.....	.....	.....	.....	not stated.
Schuylkill and Susquehanna.....	1	8	16	50	2	4	22	.....	2	.....	.....
Shamokin Valley and Pottsville.....	1	.....	43	439	.....	8	.....	3	10	.....	2,000
Tioga railroad company.....	8	1	26	75	.....	9	.....	8	2	.....	00
Wrightsville, York and Gettysburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	not stated.
West Chester railroad.....	11	2	19	.....	.....	.....	.....	.....	.....	.....	6,500
West Chester and Philadelphia.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	00
.....	476	212	8,832	20,804	142	1,050	247	592	412	1,965,183	99

* No equipment whatever. This company does not transport—the road being simply a highway for the transportation of coal.

RAILROAD REPORTS.

TABLE [C.]

NAME OF ROAD.	DOINGS OF THE YEAR IN TRANSPORTATION.				AVERAGE RATE OF SPEED OF TRAINS (MILES PER HOUR.)		
	Number of through passengers for the year on main road.	Number of passen- gers (all classes) carried in cars.	Number of tons of 2,000 lbs. of thro'h freight, for the year on main road.	Gross amount of ton- nage for the year.	Ordinary passenger..	Express.	Freight.....
Beaver Meadow railroad company.....	.....	16,040	8,963	1,086,805	15 to 20	.....	10
Bellefonte and Snowshoe railroad company.....	2,418	2,770	13,000	13,000	.....	.....	10
Cleveland, Painesville and Ashtabula.....	134,530	237,278	423,766	456,066	28	82	10½
Catawissa.....	13,989	45,853	106,023	242,162	20	20	10
Chestnut Hill.....	177,583	177,583	.....	6,000	12	16	9
Delaware, Lackawanna and Western.....	2,203	69,970	9,966	1,316,892	20	.....	8
Delaware and Hudson canal company.....	8,237	17,062	842,870	.....	12	15	10
East Pennsylvania.....	.....	85,795	47,454	172,709	22	30	16
Erie and North-East.....	.....	not stated.	554,749	554,749	20	28	10
Elmira and Williamsport.....	58,646	79,944	126,065	149,588	21	25	12
Huntingdon and Broad Top Mountain.....	10,957	22,271	.....	321,079	15	.....	8
Hanover Branch railroad company.....	11,262	16,515	.....	34,102	16	.....	12
Hempfield railroad company.....	.....	11,444	.....	9,507	.....	.....	16
Ironton railroad company.....	.....	.....	71,136	71,136	.....	.....	.....
Lehigh Valley railroad company.....	5,856	181,470	.....	1,173,466	20	24	10
Lehigh Valley navigation and railroad.....	a	a	.....	.....	20	20	10
Little Saw Mill Run.....	.....	.....	.....	108,486	.....	.....	.....
Lackawanna and Bloomsburg.....	2,223	93,482	.....	380,415	20	.....	10
Lytens Valley railroad and coal company.....	.....	2,000	.....	185,784	8	8	8
Northern Central railroad company.....	.....	not stated.	not stated.	539,295	20	20	8
North Pennsylvania railroad company.....	83,184	294,915	.....	207,729	18	23	9
North Lebanon railroad company.....	.....	.....	199,021	199,021	.....	.....	12
Pittsburg, Fort Wayne and Chicago.....	17,260	626,892	62,784	592,770	23	26	11
Pittsburg and Connelleville.....	.....	143,510	13,735	85,764	16	20	12

Philadelphia and Reading ^b	8,485	416,857	3,046,112	3,046,112	24	27	8 to 12
Philadelphia and Erie.....	.....	192,872	.....	269,982	21	21	9
Philadelphia and Baltimore Central.....	8,108	47,858	.....	40,847	16	.....	10
Philadelphia, Wilmington and Baltimore.....	225,387	869,935	.....	223,103	21	28	10 & 12
Philadelphia and Trenton.....	273,600	422,295	.....	867	18	27	.....
Philadelphia, Germantown and Norristown.....	1,220,594	1,626,801	41,460	127,881	17	20	10
Pennsylvania railroad company.....	not stated.	1,089,659	496,422	1,989,126	24	27	12
Pennsylvania coal company.....	.....	.....	.....	657,329	.....	.....	10
Schuylkill and Susquehanna.....	411	15,154	14,839	231,889	18	.....	12
Shamokin Valley and Pottsville.....	.....	4,794	.....	806,627	.....	.....	10
Tioga railroad company.....	928	10,618	166,241	186,049	13	.....	10
West Chester and Philadelphia.....	80,644	234,078	2,746	59,706	20	.....	10
	2,246,550	7,067,805	6,246,857	15,035,533	.....	.....	.....

^a Run by Catawissa railroad company.

^b Including Lebanon Valley and Chester Valley railroads.

TABLE [D.]—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF ROAD.	Anthracite coal.....	Bituminous coal.....	Pig iron.....	Railroad iron.....	Other iron or castings..	Iron and other ores....	Lime and limestone....
Beaver Meadow railroad company.....	1,077,842	8,260					
Bellefonte and Snowshoe railroad company.....		728					
Cleveland, Painesville and Ashtabula.....	120,944		16,861	1,788	7,480		
Catawissa.....	4,200	100		15,964	20		
Chestnut Hill.....							
Delaware, Lackawanna and Western.....	1,150,114		1,000	18,891	8,000	42,571	14,489
Delaware and Hudson canal company.....	842,870						
East Pennsylvania.....	24,460	4,817			15,549	69,114	
Erie and North-East.....							
Elmira and Williamsport.....	74,486	2,010	6,188	6,681			
Huntingdon and Broad Top Mountain.....	10	814,895	18	241	547		250
Hanover Branch railroad company.....	8,525		56		212		777
Hempfield railroad company.....							
Hazleton coal company.....	2,449						
Ironton railroad company.....	2,449				49,050	12,015	
Lehigh Valley railroad company.....	861,020	2,829	86,708	2,868		128,859	71,610
Lehigh Luzerne railroad company.....	2819,290						
Little Schuylkill navigation, railroad and coal.....	2327,265	242					
Lackawanna and Bloomsburg.....	288,868						48,265
Lykens Valley railroad and coal company.....	2184,611						
Little Saw Mill Run railroad company.....		108,486					
Mine Hill and Schuylkill Haven.....	21,598,684						
Mount Carbon railroad company.....	141,691						
Northern Central.....	177,245	2,869	8,694	6,998	6,888	8,026	20,991
North Pennsylvania.....	120,441	819	12,859		1,681	11,532	4,647
North Lebanon.....	238,080		28,082			111,278	9,475
Pittsburg, Fort Wayne and Chicago.....		87,067					
Pittsburg and Concordville.....		55,575	1,597	40	1,464		7,685

Philadelphia and Reading ^a	2,339,692	261,135	60,879	14,814	44,694	91,088	24,388
Philadelphia and Erie.....	84,350	5,385	8,248	5,886	8,402	4,876	987
Philadelphia and Baltimore Central.....	4,908	.....	.....	.....	.....	.....	.....
Philadelphia, Wilmington and Baltimore.....	8,706	.....	1,227	984	8,126	.....	8,124
Philadelphia and Trenton.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia, Germantown and Norristown.....	90,000	4,000	.....	.....	250	12,161	16,000
Pennsylvania railroad company.....	681,141	.....	.....	.....	.....	.....	.....
Pennsylvania coal and railroad company.....	654,497	.....	.....	.....	.....	.....	.....
Schuylkill and Susquehanna.....	205,890	946	2,266	469	526	865	424
Shamokin Valley and Pottsville.....	286,279	.....	.....	.....	.....	.....	.....
Tioga railroad.....	15	165,296	2	.....	64	.....	69
West Chester and Philadelphia.....	25,864	.....	.....	.....	.....	.....	.....
	12,461,455	1,019,906	281,090	68,084	186,748	491,880	228,081

^a Gross tons.^b For ten months ending October 31, 1862.^c Coal, iron and other ores. The classification in the report is as it was last year.^e For the year ending November 30, 1862.

RAILROAD REPORTS.

TABLE [D.]—CONTINUED.

NAME OF ROAD.	Agricultural products..	Merchandise.....	Manufactures.....	Live stock.....	Lumber—feet.....	Other articles.....	Total.
Beaver Meadow railroad company.....	.....	8,968	.....	.....	988,759	.....	1,086,805
Belleville and Snowshoe railroad company.....	395	318	.....	.....	2,250	1,782	18,000
Cleveland, Painesville and Ashtabula.....	55,120	84,862	85,874	119,505	5,481	95,826	456,066
Catawissa.....	23,876	11,825	3,869	2,681	44,812	2,270	242,152
Chestnut Hill.....	1,100	890	100	.....	.....	100	5,920
Delaware, Lackawanna and Western.....	14,872	14,687	7,482	6,451	46,182	2,687	1,816,892
Delaware and Hudson canal company.....	.....	.....	.....	.....	.....	.....	842,870
East Pennsylvania.....	.....	.....	.....	.....	.....	.....	172,709
Erie and North-East.....	84,006	94,815	16,870	28,583	4,224	9,688	444,078
Elmira and Williamsport.....	21,608	4,077	58,826	194,664	23,244	44,518	149,588
Huntingdon and Broad Top Mountain.....	20	4,002	2,556	4,000	16,086	12,901	321,079
Hanover Branch railroad company.....	15,464	.....	5	.....	1,090	.....	84,102
Hempfield railroad company.....	.....	.....	4,863	.....	4,205	.....	9,607
Hazleton coal company.....	.....	.....	.....	.....	.....	.....	892,468
Iron-ton railroad company.....	.....	.....	.....	.....	.....	.....	63,515
Lehigh Valley railroad company.....	.....	.....	.....	.....	18,106	.....	1,178,466
Lehigh Luzerne railroad company.....	.....	.....	.....	.....	.....	.....	319,290
Little Schuylkill navigation, railroad and coal.....	.....	.....	.....	.....	.....	6,646	284,158
Lackawanna and Bloomsburg.....	.....	.....	.....	.....	.....	48,287	380,415
Likens Valley railroad and coal company.....	.....	1,178	.....	.....	.....	.....	185,784
Little Saw Mill Run railroad company.....	.....	.....	.....	.....	.....	.....	103,486
Mine Hill and Schuylkill Haven.....	.....	16,070	.....	.....	.....	.....	1,609,704
Mount Carbon railroad company.....	.....	.....	.....	.....	.....	.....	141,601
Northern Central.....	71,281	47,120	45,076	68,800	41,706	40,703	539,295
North Pennsylvania.....	7,861	80,760	795	105	18,856	4,847	207,729
North Lebanon.....	.....	.....	.....	.....	.....	.....	177,698
Pittsburg, Fort Wayne and Chicago.....	16,443	80,455	67,095	112,588	37,836	191,836	592,770
Pittsburg and Connellsville.....	6,874	5,719	686	3,284	1,728	1,806	85,763

Philadelphia and Reading.....	45,808	.....	29,750	30,822	114,447	2,946,112
Philadelphia and Erie.....	38,861	.....	1,688	69,878	22,850	269,982
Philadelphia and Baltimore Central.....	.....	19,185	.....	.....	35,944	40,847
Philadelphia, Wilmington and Baltimore.....	37,438	.....	7,722	6,450	164,879	228,108
Philadelphia and Trenton.....	.....	.....	.....	.....	.....	867
Philadelphia, Germantown and Norristown.....	450	450	20	250	100	127,881
Pennsylvania railroad company.....	812,957	160,990	177,812	81,819	82,238	1,989,126
Pennsylvania coal and railroad company.....	22,822	.....	.....	1,380	.....	667,829
Schuylkill and Susquehanna.....	4,899	480	628	6,692	2,255	281,889
Shamokin Valley and Pottsville.....	2,894	1,000	.....	.....	9,988	300,627
Tioga railroad.....	362	840	2	18,480	.....	186,649
West Chester and Philadelphia.....	.....	.....	.....	.....	.....	59,706
	655,806	470,442	762,188	465,471	846,879	18,786,118

of Barrels of flour.

RAILROAD REPORTS

TABLE [E.]

NAME OF ROAD.	EXPENSES.				RECEIPTS.	
	Maintaining the road or real estate of the corporation.	Repairs of machinery	Operating the road.	Total.	Total.	Total.
Beaver Meadow railroad company.....				\$154,547 86		\$365,365 00
Bellefonte and Snow Shoe railroad company.....	\$3,746 51	\$1,257 77	\$4,221 18	9,225 46		18,125 23
Cleveland, Painesville and Ashtabula railroad company....	178,041 36	96,965 96	800,697 51	576,704 83		1,551,628 30
Cumberland Valley railroad company.....				120,189 44		255,560 08
Catawissa railroad company.....	41,484 05	79,957 97	115,677 80	237,089 82		275,880 31
Chestnut Hill railroad company.....	2,344 96			2,344 96		11,353 52
Delaware, Lackawanna and Western railroad company.....	228,392 63	159,971 15	365,747 97	754,111 75		1,505,361 78
Delaware and Hudson canal and railroad company.....	71,018 29	118,487 68	114,786 62	299,242 59		12,846 05
East Pennsylvania railroad company.....	14,785 68	11,797 11	48,156 31	74,739 10		178,388 14
Erie and North-East railroad company.....				^a		828,530 28
Elmira and Williamsport railroad company.....	49,794 11	44,442 10	99,584 83	198,821 04		847,822 64
Huntington and Broad Top Mountain railroad company....	16,554 79	24,420 92	31,949 08	72,954 79		196,088 94
Hanover Branch railroad company.....	4,023 34	5,233 45	11,956 43	21,212 22		34,830 72
Hempfield railroad company.....	9,809 49	5,619 74	11,273 70	26,702 93		29,799 43
Hazleton coal company.....	16,017 50			16,017 50		
Ironton-railroad company.....	591 58	380 64	8,478 44	9,450 66		51,754 21
Lorberry Creek railroad company.....				10,000 00		6,400 00
Lehigh Valley railroad company.....	100,120 57	59,097 24	133,128 38	292,845 19		822,927 19
Lehigh Luzerne railroad company.....	4,972 22			4,972 22		26,426 04
Little Schuylkill navigation, railroad and coal company....	44,786 54		12,728 34	57,514 88		126,315 86
Little Saw Mill Run railroad company.....	9,126 46	2,119 07	8,558 17	14,803 70		27,084 31
Lackawanna and Bloomsburg railroad company.....	82,860 37	80,441 74	75,011 67	138,333 78		307,339 47
Lykens Valley railroad and coal company.....	5,981 63	2,228 21	14,785 48	23,045 32		91,174 74
Mine Hill and Schuylkill Haven railroad company.....		181,840 87	95,642 06	277,482 93		451,918 15
Northern Central railroad company.....	263,639 32	218,886 52	402,477 05	882,163 49		1,846,426 31
North Pennsylvania railroad company.....	28,409 36	28,526 37	120,468 47	177,399 20		388,055 16
North Lebanon railroad company.....	3,214 01	2,385 58	10,440 57	10,440 57		45,069 64
Pittsburg, Fort Wayne and Chicago railroad company.....	470,938 54	335,872 09	999,987 83	1,806,818 56		3,618,841 36
Pittsburg and Connelleville railroad company.....	21,073 30	28,732 35	29,738 14	79,538 79		127,917 84
Philadelphia, Wilmington and Baltimore railroad company, not stated.		78,925 26	40,615 09	^c		2,201,855 23
Philadelphia and Reading railroad company, ^b	188,568 55	320,917 16	541,963 83	1,051,449 31		3,911,830 22

Philadelphia and Erie railroad company.....	61,079 73	48,865 40	113,884 56	218,819 69	418,472 24
Philadelphia and Baltimore Central railroad company.....	.....	.....	.....	36,554 52	57,415 71
Philadelphia and Trenton railroad company.....	84,784 07	.....	228,780 36	268,524 48	482,851 42
Philadelphia, Germantown and Norristown railroad co.....	768,781 68	1,144,566 87	1,920,046 65	128,077 75	268,802 00
Pennsylvania railroad company.....	.....	.....	.....	3,888,845 20	10,148,738 78
Pennsylvania coal company.....	.....	.....	.....	.....	7,267 52
Quakake railroad company.....	4,012 18	109 12	1,250 17	5,871 42	11,575 98
Schuylkill and Susquehanna railroad company.....	48,178 53	6,581 75	25,071 62	74,776 72	79,618 42
Shamokin Valley and Pottsville railroad company.....	18,537 75	10,507 69	31,428 88	60,474 27	159,584 14
Tioga railroad company.....	10,088 55	5,646 24	21,191 58	86,926 37	184,788 19
Wrightsville, York and Gettysburg railroad company, d.....	.....	.....	.....	.....	28,677 68
West Chester railroad company, e.....	9,717 25	.....	48,574 12	60,255 50	8,501 86
West Chester and Philadelphia railroad company.....	.....	6,965 18	.....	.....	189,602 84
	2,762,510 85	3,046,889 65	5,967,542 75	12,106,750 80	31,028,282 81

a Run in connection with the Buffalo and State Line railroad. No account kept.

b For the year ending November 30, 1862.

c Uncertain. See the report.

d Operated by the Northern Central railroad company.

RAILROAD REPORTS.

TABLE [F.]—ACCIDENTS.

NAME OF ROAD.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed....	Injured...	Killed....	Injured ..	Killed....	Injured ..	Killed....	Injured ..
Beaver Meadow railroad and coal company.....	.....	.....	.....	4	5	1	6	5
Cumberland Valley railroad company.....	11	50	.....	.....	.....	.....	11	50
Catawissa railroad company.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware, Lackawanna and Western railroad company.....	.....	.....	.....	.....	.....	.....	.....	.....
East Pennsylvania railroad company.....	.....	2	8	4	1	1	4	7
Erie and North-East railroad company.....	.....	.....	1	.....	.....	.....	1	.....
Ironton railroad company.....	.....	.....	.....	2	1	.....	1	2
Little Schuylkill navigation, railroad and coal company.....	.....	.....	1	1	.....	.....	1	1
Little Schuylkill railroad company.....	.....	.....	.....	.....	1	1	1	1
Lackawanna and Bloomsburg railroad company.....	.....	.....	.....	.....	1	1	1	1
Lehigh Valley railroad company.....	.....	.....	1	.....	6	.....	6	1
Mine Hill and Schuylkill Haven railroad company.....	.....	.....	7	5	4	1	11	6
North Pennsylvania railroad company.....	.....	.....	.....	1	.....	2	.....	8
Pittsburg, Fort Wayne and Chicago railroad company.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg and Connellyville railroad company.....	.....	.....	8	9	12	2	20	11
Philadelphia and Reading railroad company.....	.....	.....	2	7	1	1	8	8
Philadelphia and Erie railroad company.....	2	.....	4	1	14	8	20	11
Philadelphia, Wilmington and Baltimore railroad company.....	.....	8	1	1	1	2	2	6
Philadelphia and Trenton railroad company.....	5	82	6	.....	.....	.....	12	82
Pennsylvania railroad company.....	6	11	22	38	89	27	67	76
Schuylkill and Susquehanna railroad company.....	.....	.....	1	.....	.....	.....	1	.....
Shamokin Valley and Pottsville railroad company.....	.....	.....	2	2	.....	.....	2	2
Tioga railroad company.....	.....	.....	.....	.....	1	.....	1	.....
	24	100	61	76	90	50	175	226

PASSENGER RAILWAY TABLE [A.]—STOCK AND DEBT.

NAME OF ROAD.	Capital stock, as authoriz- ed by law....	Amount of stock subscribed.....	Total am't now paid in of capi- tal stock.....	Total am't now of floating and funded debt...	Rate per cent. on funded debt...	* Rate per cent. of dividend...
Citizens' Passenger railway, Pittsburg.....	\$200,000 00	\$100,000 00	\$80,000 00	\$51,791 29	7	20
Citizens' Passenger railway, Philadelphia.....	500,000 00	500,000 00	192,750 00	9,000 00	6½	5
Delaware County Passenger railway.....	150,000 00	24,250 00	24,030 00	8,350 00	7	none
Frankford and Southwark Passenger railway....	500,000 00	448,900 00	442,045 00	200,000 00	7	7½
Fairmount and Arch Street City Pass. railway....	500,000 00	200,000 00	200,000 00	none.	.....	4½
Green and Coates Street Passenger railway.....	500,000 00	150,000 00	150,000 00	82,000 00	7	4½
Germantown Passenger railway.....	500,000 00	500,000 00	112,245 00	251,000 00	7	none
Girard College Passenger railway... ..	500,000 00	500,000 00	160,000 00	none,	....	12½
Philadelphia City Passenger railway.....	500,000 00	500,000 00	100,000 00	135,000 00	6	7
Philadelphia and Darby Passenger railway.....	200,000 00	100,000 00	99,439 00	17,500 00	7	2½
Philadelphia and Gray's Ferry Passenger railway,	500,000 00	497,850 00	159,312 00	15,500 00	7	4
Pittsburg and Birmingham Passenger railway....	100,000 00	100,000 00	37,475 00	25,928 93	7	none
Pittsburg and East Liberty Passenger railway....	200,000 00	200,000 00	100,000 00	126,000 00	7	none
Ridge Avenue and Manayunk Passenger railway,	250,000 00	236,000 00	118,000 00	none.	.....	4
Second and Third Streets Passenger railway.....	550,000 00	550,000 00	203,757 25	176,837 51	7	10
Seventeenth and Nineteenth Streets Pass. railway,	500,000 00	500,000 00	120,000 00	none.	.....	none
Thirteenth and Fifteenth Streets Pass. railway....	500,000 00	500,000 00	uncertain.	5,000 00	6	4-5
West Philadelphia Passenger railway.....	500,000 00	139,100 00	189,100 00	104,000 00	7	9
	7,150,000 00	5,796,100 00	2,488,153 25	1,207,907 73	.....	.....

* For basis of dividend, see respective reports.

PASSENGER RAILWAY TABLE [B.]

NAME OF ROAD.	CHARACTERISTICS OF ROAD.											COST OF ROAD AND EQUIPMENT.
	Total cost of road and equipment.....	Length of road.....	Gauge of road.....	Weight of rail per yard.....	Number of car houses, shops and stables.....	Number of depots.....	Number of first class passenger cars, (two horse),...	Number of second class passenger cars, (one horse),...	Number of other cars.....	Number of horses owned by the company.....	Number of mules owned by the company.....	Value of real estate held, exclusive of road way.....
Citizens' Passenger railway, Pittsburg.....	\$185,043 98.	5.2, 929	5 2 1	43	3	.....	18	8	2	112	10	\$13,713 85
Citizens' Passenger railway, Philadelphia..	168,448 47.	9	5 2 2	45	2	2	89	5	.....	170	.....	40,927 75
Delaware County Passenger railway.....	80,999 75	10	4 2 2	16	none.	none.	5	none.	.....	16	.....	none.
Frankford and Southwark Passenger railway	668,520 42.	12.88	5 2	45	2	3	45	6	6	267	.....	.....
Rainmount and Arch Street City Pass. R. W.	195,847 19	8.880	.....	45	1	.....	24	.....	.....	117	.....	.....
Green and Coates Street Passenger railway.	219,786 92	.....	.....	45	5	2	40	4	.....	187	.....	78,935 19
Germantown Passenger railway.....	299,918 17	19	.....	45	8	2	85	none.	.....	184	.....	16,000 00
Girard College Passenger railway.....	81,511 73	5.4	5 4	45	2	1	25	none.	.....	116	.....	9,000 00
Philadelphia City Passenger railway.....	220,334 02	8 807-880	5 2	56	2	1	22	.....	1	120	.....	10,267 49
Philadelphia and Darby Passenger railway.	98,983 28	5 1	5 2	42	2	1	10	.....	3	57	.....	20,013 41
Philadelphia and Gray's Ferry Pass. R. W.,	173,010 15	6 7-8	5 2	45	4	1	17	5	.....	.....	.....	.....
Pittsburg and Birmingham Pass. railway...	68,294 88	2.6	5 2	45	2	none.	.....	none.	2	68	.....	none.
Pittsburg and East Liberty Pass. railway...	290,000 00	10	5 2	48	7	2	19	1	2	69	.....	4,000 00
Ridge Avenue and Manayunk Pass. railway.	179,582 86	4 1	5 4	40	2	2	10	8	.....	56	.....	.....
Second and Third Streets Pass. railway....	468,198 27	18.9	5 2	45	2	2	60	7	2	378	.....	107,110 00
Seventeenth and Nineteenth Streets.....	118,699 07	5 1	5 2	54	.....	.....	1	12	.....	46	.....	.....
Thirteenth & Fifteenth Streets Pass. R. W.,	p 81,000 00	6 1	5 2	45	2	1	16	1	.....	123	.....	*50,000 00
West Philadelphia Passenger railway.....	270,563 88	6	5 2	44	6	1	44	1	8	228	.....	11,000 00
	8,743,781 96	133	.....	.....	47	21	434	66	19	2,309	10	354,967 69

p By previous report.

* Under lease.

PASSENGER RAILWAY TABLE [C.]

NAME OF ROAD.	TRANSPORTATION OF PASSENGERS.	EXPENSES.			RECEIPTS.
		Of maintaining the road or real estate of the corpora- tion.	Of operat'g the road.	Total	
	Number of pas- sengers (all classes) car- ried in cars...				From all sources,
Citizens' Passenger railway, Pittsburg.....	1,253,308	\$4,215 41	\$33,044 97	\$37,260 38	\$84,439 83
Citizens' Passenger railway, Philadelphia.....	2,350,000	1,197 50	59,772 07	60,969 57	98,379 12
Delaware County Passenger railway.....	no acc. kept.	195 26	3,532 67	4,286 77	4,458 47
Frankford and Southwark Passenger railway.....	3,600,000	9,452 02	101,401 82	110,853 84	172,935 47
Fairmount and Arch Street City Passenger railway..	1,437,634	1,506 21	42,355 80	43,862 01	62,051 85
Green and Coates Streets Passenger railway.....	2,266,005	.....	63,629 37	63,629 37	108,652 94
Germanatown Passenger railway.....	2,000,000	2,552 76	71,311 61	73,864 37	106,791 93
Girard College Passenger railway.....	not stated.	1,222 34	41,924 79	43,147 13	62,862 27
Philadelphia City Passenger railway.....	2,068,476	786 18	44,882 28	45,668 46	124,521 04
Philadelphia and Darby Passenger railway.....	240,534	3,146 21	14,489 08	17,635 29	22,241 01
Philadelphia and Gray's Ferry Passenger railway....	1,727,873	.....	44,482 99	44,482 99	70,223 14
Pittsburg and Birmingham Passenger railway.....	577,284	2,159 28	18,952 56	21,111 84	34,377 60
Pittsburg and East Liberty Passenger railway.....	no acc. kept.	2,096 45	25,130 87	27,227 32	29,652 78
Ridge Avenue and Manayunk Passenger railway....	don't know.	206 50	16,691 79	16,898 29	28,987 04
Second and Third Streets Passenger railway.....	5,300,000	5,727 84	155,251 59	160,979 43	286,896 56
Seventeenth and Nineteenth Streets Pass. railway..	not stated.	420 60	16,147 09	16,567 69	38,919 03
Thirteenth and Fifteenth Streets Passenger railway,	1,312,500	650 00	46,094 00	46,744 00	68,511 08
West Philadelphia Passenger railway.....	not stated.	5,757 48	87,742 01	93,499 49	128,177 45
	24,138,614	41,292 04	886,837 36	928,688 24	1,533,078 01

PASSENGER RAILWAY TABLE [D.]—ACCIDENTS.

NAME OF ROAD.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens' Passenger railway, Pittsburg.....		1	.....	.....	.....	1	.....	2
Citizens' Passenger railway, Philadelphia.....					1	.....	1	.....
Philadelphia City Passenger railway.....		2	.....	.....	.....	.....	.....	2
Pittsburg and Birmingham Passenger railway.....					1	.....	1	.....
Second and Third Streets Passenger railway.....		4						4
Seventeenth and Nineteenth Streets Passenger railway.....						1	1	
.....		7			2	2	3	8

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Bald Eagle Valley railroad company.	10
Barclay	11
Beaver Meadow.....	12
Bedford.....	16
Bellefonte and Snow Shoe.....	18
Catawissa	22
Chartiers Valley	27
Chester Valley.....	29
Chestnut Hill.....	31
Citizens' Passenger, Philadelphia.....	257
Citizens' Passenger, Pittsburg.....	261
Cleveland, Painesville and Ashtabula.....	35
Cumberland Valley.....	41
Delaware and Hudson canal and.....	51
Delaware County Passenger.....	265
Delaware, Lackawanna and Western.....	44
Donaldson Improvement and	54
East Brandywine and Waynesburg.....	70
East Mahanoy.....	69
East Pennsylvania.....	55
Elmira and Williamsport.....	59
Erie and North-East.....	65
Erie and Pittsburg.....	68
Fairmount Passenger	271
Fairmount and Arch Street City Passenger.....	268
Fayette County.....	72
Frankford and Southwark Passenger.....	272
Germantown Passenger.....	276
Girard College Passenger.....	279
Grassy Island coal and.....	75
Green and Coates Street Passenger.....	282
Hanover Branch.....	83
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	76
Hazleton coal and.....	90
Hempfield	87
Huntingdon and Broad Top Mountain.....	78
Ironton	92
Jamestown and Franklin.....	95
Junction	96
Lackawanna and Bloomsburg.....	116
Lehigh Luzerne.....	106

Lehigh Valley.....	100
Little Schuylkill navigation, coal and	109
Little Saw Mill Run.....	113
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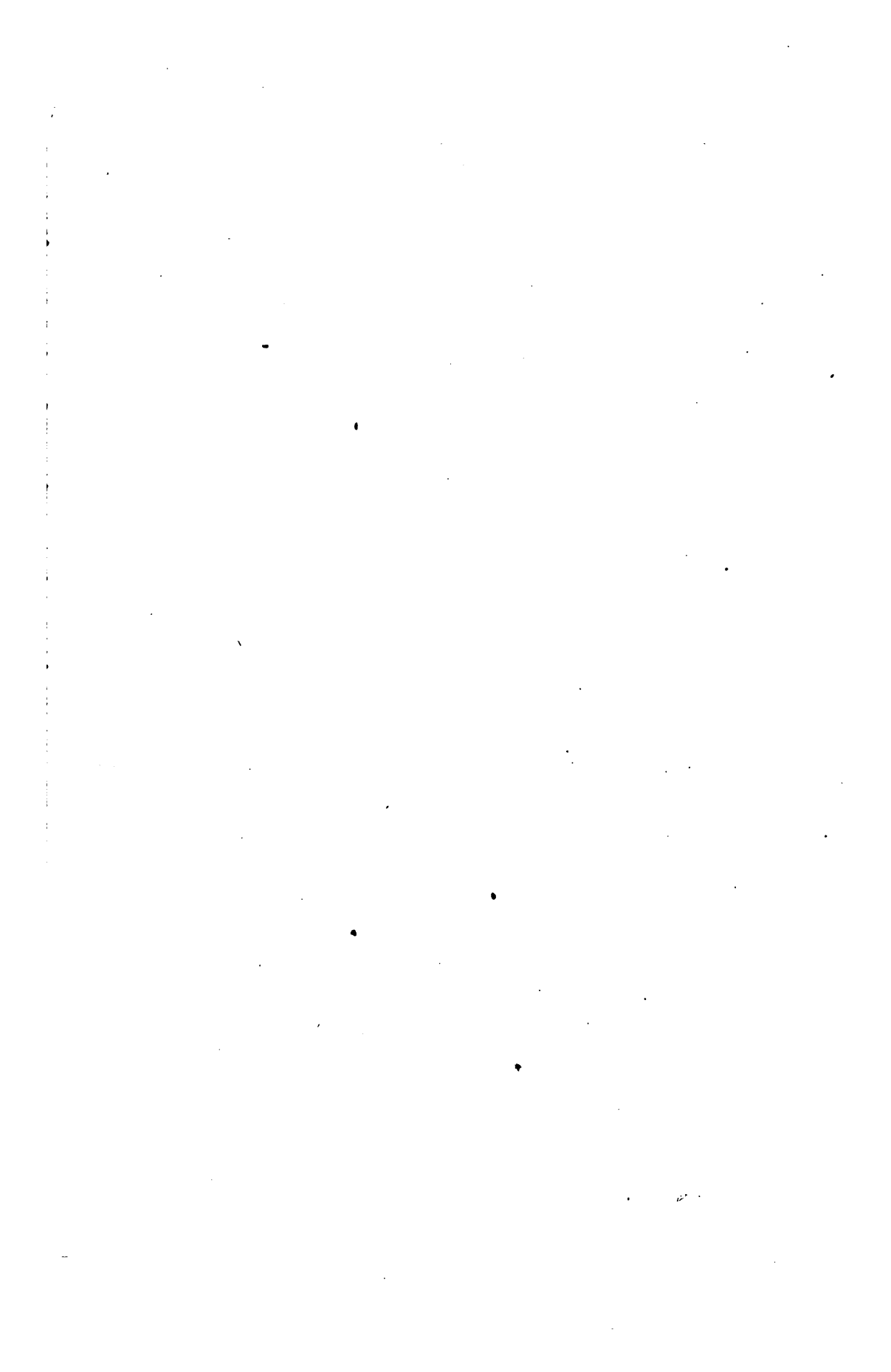
TABULAR STATEMENTS.

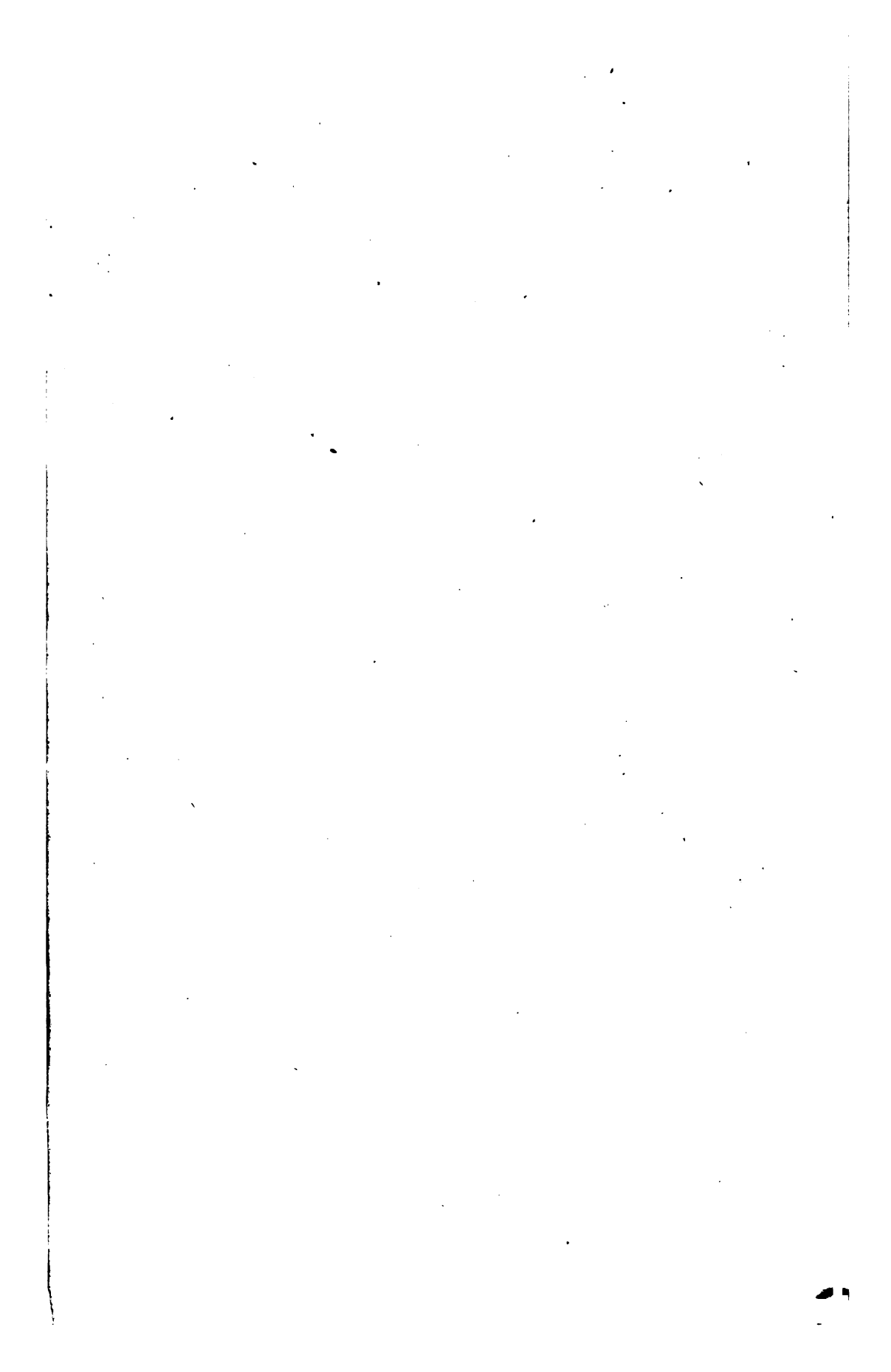
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